Weather

Cloudy but fine weather. The maximum temperature yesterday was 51.3 and the minimum 28.2, the figures for the corresponding day last year being 52.5 and 48.2.

The China Press
大陸報

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TUCHUNS SAY PEKING MUST NOT DISMISS GEN. CHAO TI

League Demands Central Government To Retain Him And Pay Troops

TSAO KUN LEADS

More Provinces Join New Alliance And Will Soon Issue Manifesto

Four demands have been addressed to the Peking Government by General Tsao Kun, Tuchun of Chihli leading the eight military governors who formed a league as a result of the contemplated dismissal of Tuchun Chao Ti of Honan. They are: Withdrawal of Wu Kwan-hsin's troops from Honan; the immediate payment of military expenses of the Honan Army; no charges to be made against any officers of the province and no change in the personnel of the provincial administration.

The counter offer made by the Anfu Club includes the punishment of Mr. Chao Chi, the brother of the Honan Tuchun who is said to be the moving spirit in the present controversy, the stationing of a large portion of Wu Kwan-hsin's troops in Honan territory, the acceptance of Mr. Wang Yin-chuan as the Civil Governor and the withdrawal of all Honan troops to their original stations within three months.

OTHER PROVINCES SEEK TO JOIN NEW ALLIANCE

More provinces are seeking membership in the new alliance. It is said that even certain Southern Military Governors may join. A manifesto is being drafted announcing their platform and will be circulated among the provinces. Besides the demand for the dissolution of both parliaments and the convening of a new Parliament in accordance with the Provisional Constitution, they will pass their own resolution as to the disbandment of troops. They are opposed to the proposal of Peking to curtail their forces by 20 percent.

General Tien Chung-yu, the Shantung Tuchun, has filed a protest against the action of General Chao Ti in withdrawing his force on the Honan-Shantung border which has resulted in brigandage in Tsaochow and other border towns. He asks the Central Government at once to instruct Chao to send back his soldiers. The protest is really not a protest. It is a demand on Peking to recognise Chao Ti once more as Tuchun of Honan and serves at the same time as a warning to the government that trouble will arise if a Tuchun is removed without first consulting his colleagues.

For the fifth time, General Tsao Kun has asked Peking to allow his expeditionary forces in Hunan and Hupeh to return to their posts in his own province. The message hinted that the officers and soldiers will be recalled no matter what the decision of the Central Government may be, because they are required for service in case of eventualities in his own territory.

PEKING GOVERNMENT HELPLESS IN SITUATION

The Peking administration is helpless in complying with either the request of General Tien or that of General Tsao. If it follows the suggestion of Tien, it will amount to submission to Chao. If it refuses, Chao will probably arrive at some understanding with the bandits in Honan as well as in neighboring provinces to play havoc against Peking, which will be stripped of the assistance of the Tuchuns. As to General Tsao's demand, the Anfu crowd will strenuously oppose it. The Anfuites do not want General Wu Pei-fu and his crack fighters around them. They are considered too dangerous. On the other hand, if they are in Hunan, the Anfu Club is safe. Moreover, General Wu Pei-fu is, to all intents and purposes a Northern general, commanding a Northern army in Hunan, against whom Southern forces will not fight, not because of his commandership, but because of certain understandings.

On the Southern side, the clash between Li Lieh-chun and Li Kung-yuan is less sanguine as a result of the attempt of General Tsen Chun-hsun's effort to mediate. Bandits along the Pei Kiang Valley have cast their lot with Li Lieh-chun and are prepared for a general offensive against Tuchun Moh if necessary.

(Continued on Page 2)

Red Cross Man Sees Kolchak Prisoner Of Soldiery At Irkutsk

American Officer At Railway Station When Former Leader Of Government In Siberia Is Brought In As Captive Of Radicals, Just Before Execution

MR. S. L. Martin, the writer of subjoined article, has been with the American Red Cross in Siberia since March, 1918. He left Omsk when the city was evacuated by order of General Janin, Czech commander-in-chief, on November 3. He journeyed from Omsk to Vladivostok, the trip requiring 109 days.

In Irkutsk Mr. Martin saw Admiral Kolchak arrive as a prisoner in the hands of the Social-Revolutionaries and today gives his impressions of Kolchak, the prisoner.

Mr. Martin is well known in Shanghai where he was with the Standard Oil Company in charge of the correspondence in the Construction Division. He was later employed by the British-American Tobacco Company at Mukden where he enlisted with the American Red Cross. For a time Mr. Martin was secretary to Colonel Teusler, head of the American Red Cross Siberian Commission, and during his service earned a lieutenant's commission.

BY SAMUEL L. MARTIN

Samuel L. Martin

I WAS in the railroad station buffet at Irkutsk on the night of January 15 about 10 o'clock. The electric lights had already gone out and two oil lamps standing in the middle of each of the two long tables of the restaurant, and throwing forth hardly sufficient light for faces nearby to be recognised, served dimly to illumine the spacious room. The four or five bayonets above the heads of the crowd suddenly multiplied. More and more guards of the Social-Revolutionary Army were coming in.

Curious to know what had happened I rose and walked to the entrance of the buffet. There I was accosted by a German prisoner of war assigned to our train. "Nobody is allowed to leave the station," he said excitedly, "the entrances are all guarded."

I had been through quite a number of these experiences in railroad stations before and as they all had amounted to nothing but an examination of documents, I thought as I had my passport with me and was moreover in American uniform, that there would be no difficulty in making my way out. So I walked along to the main entrance and asked one of the guards if I might go out, to which he replied, with the conviction that I was a foreigner, "If to the right, yes; if to the left, no." I knew of course that it was useless reasoning with a sentry but the very courteous manner of this soldier tempted me to try again.

With the explanation that I was an American I told him that I wanted to return to my train, which happened to be on the tracks to the left. "Kharasho" (all right) he at once said. I then asked permission for a few of my friends who were in the restaurant to leave as well. "Kharasho" again came the word. So I returned to the restaurant and told my friends about it. In the meantime it had transpired that Kolchak's train, which had arrived in the yards some time in the afternoon, was pulling in from the west to the station itself.

No Sign Of Fear Upon His Face

Upon reaching the station platform I found that the train had already pulled in—a train composed of three wagon-lits cars with the engine detached. About 100 soldiers of the Social-Revolutionary Army were drawn up in front of the Station Commandant's office, while a number of Social-Revolutionary soldiers were guarding the entrances to the train. A few Czech soldiers and officers were passing to and fro. I asked an officer what was happening. "Kolchak is in the station," he told me. Kolchak in the station? Impossible, I thought to myself. I had heard so many rumors of Kolchak's fate along the road that I could hardly bring myself to believe that Kolchak was actually there, and each time I had formed a theory of my own.

However, I was not given much time for theorising on this occasion, for, suddenly, there came a word of command from the direction of the Station Commandant's office, which was about 50 yards away. Then ten soldiers of the Social-Revolutionary Army in their sheepskin overcoats, and with fixed bayonets, could be seen coming from that direction, and among these soldiers a figure in black. That figure in black was Kolchak himself.

With that steady pace which, under such trying circumstances, denotes self-control, and the dignified and proud bearing which is so characteristic of him, he walked down the platform at the head of these soldiers. He passed about a yard in front of me. His face, albeit with the pallor of death in it, which was intensified by the pale light of the station, showed no sign of fear. His mouth was firm and the deep furrows which had been left in his cheeks by burdens of government—as heavy as any man ever has borne—were clearly visible even with the ineffective lighting.

He wore his Admiral's uniform, with the insignia still on his shoulders, and a black fur cap. Reaching the end of his train, he walked around it with the guards, went into the last car, and was out again in five minutes. This time, when rounding the corner of the car, he half slipped, caught hold of the rail at the door, and again resumed his dignified stride. He was ordered back to the Station Commandant's office, and from the rear of the station, at the hour of midnight, to take his journey along the short strip of road which leads to the Angara, and then over the ice, into the city of Irkutsk.

Kolchak, as Supreme Ruler, might have been anything—an inspired leader of the Russians against the Bolshevists, a cruel persecutor of the leaders of the Social-Revolutionary Party, a genuine defender of the rights of the people, a Monarchist—a great man or otherwise. But Kolchak, walking on the platform of the Irkutsk railroad station as a captive of the Social-Revolutionaries, certainly *looked* like a great man.

Curtains Drop When Omsk Falls

Having given my personal impression of the man at the time of his arrest, I shall now review briefly the events leading up to the arrest from the time of the evacuation from Omsk.

My diary carries me back to the 13th of November, when Kolchak was at Tartarskaya and the Reds were closing in on Omsk. The final act of the long-drawn-out tragedy was about to be enacted and the curtain to close over a scene where, struggling against overwhelming odds, I could see the striking figure of him who, as Supreme Ruler, was still attempting to stem the tide which was fast threatening to swallow up his greatness.

With the fall of Omsk on the 14th the curtain finally dropped and from that time on I learned of Kolchak's rapid evacuation eastward. I first met his train at Marinisk on the 8th of December, and then at Nishni-Udinsk, where he had been taken over by the Czechs and placed under their guard. On the 17th, upon reaching Krasnoyask, I found that his train had already pulled out for the East and nothing

(Continued on Page 2)

JAPANESE AID ROZANOFF TO ESCAPE FROM VLADIVOSTOK

Kolchak Commander Now Living Near Kobe, Says Russian Officer

TRANSPORT USED

General Denikin's Army Faces New Danger Of Bolsheviki Rout

General Rozanoff, who was commander of the Vladivostok garrison under the Kolchak regime, escaped from the city on a Japanese transport and did not go to Tsuruga on the Russian cruiser Orol, as was given out in press despatches sent from Japan, according to Mr. Nicolai Kazarinoff, Russian naval officer who was on the Orel, and who is now in Shanghai. Rozanoff is at present in Japan, not far from Kobe, according to Russian officers who arrived here from Japan.

The officers came to Shanghai because they could find nothing to do in Japan. They went to Japan because they would not serve with the Social Revolutionaries or, as they asserted, the Bolshevists.

Reports were persistent yesterday that Rozanoff had arrived in Shanghai and was staying at the Great Eastern Hotel. It is believed that Kazarinoff's name on the hotel register was responsible for the rumor as the officer of the Orel wrote his name in such a way that it could be mistaken easily for that of the former commander of the Vladivostok garrison.

BELIEVE ROZANOFF IS COMING TO SHANGHAI

Some of the officers here believed that Rozanoff will come to Shanghai. When asked if the Japanese are protecting Rozanoff, they said: "The Japanese are giving him some protection."

(Reuter's Pacific Service)

Vladivostok, March 5.—Replying to the note handed him by M. Grebenschikoff, the Zemstvo Foreign Minister, protesting against the continued presence of Japanese troops in Siberia, Mr. Matsudaira, the Japanese representative, stated that he had received no instructions from Tokio regarding the evacuation of the Japanese forces.

It is reported that the Soviet troops have occupied Verkhne Udinsk. It is further stated that only "Partisans" i.e., local volunteers, are fighting against Ataman Semenoff and that the remnants of General Kappel's army are joining up with Semenoff.

GEN. KUROPATKIN WOULD END BOLSHEVIKI ABUSE

London, March 4.—General Kuropatkin, the head of the Bolshevik administration of Turkestan, is stated to be endeavoring to abolish abuses.

The famous General Brusiloff is said to be at Skobelevo conducting operations against the Ferghana insurgents.

London, March 4.—It is semi-officially confirmed that General Denikin's position is serious. The Bolsheviks have cut the Rostoff-Petrovsk line at Tikhoretskaya and are threatening to cut General Denikin's army in two, throwing back the northern half to the Sea of Azoff and the southern half to the Caucasus.

RADICAL PROPAGANDA SPREAD AMONG CHINESE

Harbin, March 5.—The Chinese yesterday evening organised their usual displays in celebration of the Lantern festival. Near the railway station the crowd was joined by 50 Chinese workmen from the railway workshops, carrying a red banner embroidered with social-revolutionary mottoes. The police arrested the 50 workmen and handed them over to the Chinese authorities. Enquiry showed that Russians had given the banner to the Chinese who did not understand the meaning of the inscriptions.

The rumors of an impending strike among the Chinese workmen on the Chinese Eastern railway are obviously the result of propaganda carried on by Russian elements, but the majority of the Chinese do not want to strike.

France Calls Out 1920 Draft Class

(French Wireless Service)

Paris, March 5.—Young men of the 1920 class will be sent to join the corps to which they are attached on March 15, 16, 17, and 18.

THEY DO SAY HOTELS ARE TERRIBLY CROWDED IN WASHINGTON

Ding in New York Tribune

KELLOGG ATTACKS WILSON STAND ON ADRIATIC ISSUE

Says President Is Trying To Dictate Settlement Of The Problem

PEOPLE'S WISHES IGNORED

Senator Hitchcock Declares Such G. O. P. Criticism Shows Poor Grace

(Reuter's Service)

Washington, Feb. 29.—In the senate today Senator Kellogg, a mild reservation Republican, who favors the ratification of the treaty, accused the President of undertaking to dictate a settlement of the Adriatic question.

He declared that in many cases territory had been parcelled out at Versailles regardless of the desires of the people interested. The speaker asked what part self-determination had played in the settlement of the questions of the Saar Basin, Shantung, Serbia and Montenegro.

Senator Hitchcock replying controverted Senator Kellogg's statements and declared that attacks on the President came with poor grace from Republican senators who had tried to discredit him during the negotiations.

(French Wireless Service)

Paris, March 5.—The Petit Parisien learns that President Wilson's reply on the Adriatic question was received at the United States Embassy in London last night. It will probably be handed to Mr. Lloyd George today.

Ex-American Consul At Manzanillo, Mex. Killed By Bandits

U. S. Government In Note Demands Early Arrest Of The Slayers

(Reuter's Service)

Washington, Feb. 29. — Mr. Augustus Morril, former United States consul at Manzanillo, Mexico, has been murdered by Mexican bandits. The United States has made urgent representations to Mexico and demanded the arrest of the murderers.

British Make Drive For Germans Guilty Of U-Boat Horrors

(Reuter's Service)

Paris, February 29.—In connection with the Allies' decision to agree to the trial by a German Court of Justice of a number of selected war criminals, Reuter's Agency is authoritatively informed that the British list chiefly consists of individuals concerned in submarine atrocities.

The cases chosen are plain and straight-forward ones in which the accused are obviously guilty of the vilest violation of the law governing warfare. If the test cases are properly carried out it is probable that the Allied lists, comprising 800 criminals, will be drastically reduced. An Allied legal representative will attend the trials to ensure no favoritism and the production of all evidence.

MISAPPREHENSION OVER CHINA LOAN SEEN IN REPORT

New York Despatch Declares French Would Join U. S. And Japan's Advance

(Reuter's Service)

New York, Feb. 29.—On learning that American and Japanese bankers had advanced $7,000,000 to China the French bankers who were previously members of the Consortium applied for permission to participate in the loan and it was arranged that they should supply one-fourth and the American and Japanese bankers three-eighths each.

The foregoing despatch was apparently written under a misapprehension. The American, British, French and Japanese bankers were originally approached before the Chinese New Year for a loan of £5,000,000. They agreed to it on condition, among other things, that China demobilise her troops and that steps be taken immediately for the establishment of peace between the North and South. These conditions were not fulfilled and a day or so before the New Year Japanese bankers ad-

(Continued on Page 6)

BANDITS FLEEING WITH DR. SHELTON TO DISTANT HILLS

Yang Tien-fuh Apprised Of Rescue Party's Approach Starts For Interior

PURSUIT GROWS EXCITING

Missionary's Whereabouts Now Unknown Though Searchers Continue Their Hunt

(CHINA PRESS OWN SERVICE)

Yunnanfu, March 5.—The whereabouts of Dr. A. L. Shelton, held captive by bandits since December 31, are at present unknown as he has been taken to the mountains on the border of Cochin-China and Yunnan.

Dr. Elliott I. Osgood of the Foreign Christian Mission, Mr. J. P. Thornton of the Standard Oil Company of New York and Mr. Frederick A. Smith of The Chicago Tribune left here yesterday for the hills to attempt the rescue of Dr. Shelton. The three Americans left with a strong guard of Governor Tang Chi-yao's soldiers.

The fact that Yang Tien-fuh, bandit chief and kidnapper of Dr. Shelton, has removed the missionary to distant mountainous country far in the interior, indicates that he has been apprised of the advance of the rescue party and gives promise of a pursuit that may prove dramatic in the extreme.

BANDITS PLAY SAFE

Yang Tien-fuh apparently is taking no chances and is intent on keeping Dr. Shelton until the demands he has made on Governor Tang Chi-yao have been met. Thus far, the Governor has agreed to pardon Yang and his 5,000 followers, to permit them to return to their homes without fear of the law and even to permit them to join his own military forces if Yang will release Dr. Shelton. Only one condition has the Governor refused. He will not give the bandit chief new rifles and ammunition demanded apparently fearing Yang will be thus equipped for further depredations.

Just what the rescue party will do under the circumstances is problematical. They started out with an armed force of Governor Tang Chi-yao's soldiers under the command of Lieut.-Col. W. S. Dyesdale, United States Military Attache to the Legation at Peking, confident that they knew

(Continued on Page 6)

FRANCE HOLDS UP ECONOMIC POLICIES OF ALLIED GROUP

Has Two Reservations To New Memorandum Of Supreme Council

INSISTS ON THEM

Wants Russian Border States To Fix Own Peace With Soviets

WILL NOT PRESS

Insists On Control Of All German Revenue By Entente

(French Wireless Service)

Paris, March 5.—The French newspapers announce that the publication of the memorandum, drawn up in London by the supreme economic council, has been postponed on account of certain reservations made by France.

According to the Petit Parisien these reservations are as follows:

(1) France refuses to exert pressure on the Russian border states to conclude peace with the Soviets, if they are not inclined to do so of their own accord.

(2) France finds it impossible to admit that any part of German revenue be removed from the control of the reparations commission to pay interest on any loan contracted by Germany abroad.

DISCUSS TURK TREATY'S FINANCIAL CLAUSES

London, March 5.—The conference of foreign ministers at the foreign office yesterday continued the discussion of the financial clauses of the Turkish treaty. When Marshal Foch's reply to the suggestions submitted to him yesterday has been received, the conference will resume the consideration of the military clauses.

Paris, March 5.—The conference of ambassadors meeting yesterday morning under the presidency of M. Jules Cambon continued its discussion of Article 187 of the Treaty of Versailles, relating to German wireless stations. No definite results have yet been reached.

Paris, March 5.—Several newspapers have alleged that Signor Nitti had suggested that reconstitution of Germany be secured by adjourning the payment of the indemnity which she owes to France.

NITTI INSISTS GERMANY FULFILL OBLIGATIONS

The Italian Premier, interviewed by the Matin on his arrival here yesterday, declared that such allegations were false and malicious; on the contrary his opinion was that Germany must be reconstituted precisely in order to fulfil her obligations according to the conditions laid down by the Reparations Commission which had been set up by the treaty especially for that purpose.

London, March 5.—Signor Nitti, the Italian Premier left London yesterday for Paris where he will spend a day or two.

Paris, March 5.—According to a telegram from Stockholm the French and German governments have agreed to nominate M. Jaeberg, chief of the judicial section of the Swedish ministry of Foreign Affairs, to the post of President of the Arbitration Tribunal, provided for in the peace treaty to settle disputes arising between German and French citizens.

Paris, March 5.—A Berlin telegram states that the national assembly has voted the second reading of the additional clause to the bill for the trial of war criminals.

London, March 4.—French troops have reoccupied Marash. The Nationalists in Silicia are endeavoring to stir up armed risings against the French.

ALLIES TO RESERVE ALL TREATY RIGHTS

London, March 3.—In the House of Commons today Lieut.-Colonel Sir Frederick Hall asked, if the German Government did not punish the war criminals, would the British Government take steps to see that the terms of the Peace Treaty were carried out. Mr. Bonar Law replied that the Allies reserved all rights under the Treaty but added that he thought it would be a great mistake to assume that the German Government was not ready to give the war criminals a real trial.

London, March 3.—The Supreme Council today considered the future of Bessarabia after which it gave

...a attention to the Hungarian ...servations on the Peace Treaty. ...he Council subsequently examined ...he draft resolutions regarding ...ish prices. The Conference proper ...hen came to an end, but the Con...erence of Foreign Ministers will ...ontinue to sit at the Foreign ...ffice, finally to settle the terms of ...he Turkish Treaty which it is ...oped to present completed to the ...urks in Paris on March 22.

London, March 4.—The Turks ...ecently threatened to prevent the ...llies moving troops from Ismid, ...5 miles east of Constantinople but ...mmediately gave way on the ...rrival of British cruisers and ...oops, and on the warning that ...orce would be used unless the ...llied orders were immediately ...complied with.

Australian Firm Exporting Shell Steel To Far East

Premier Promises Prompt Action To Prevent Continuance Of Traffic

(Reuter's Service)

Melbourne, Feb. 29.—In the ...ouse of representatives today Mr. ...atkins, member for Newcastle, ...tated that a certain firm in Sydney ...ere exporting large quantities of ...hell steel to the Far East. Mr. ...ughes, the premier, promised to ...ake prompt action to prevent the ...raffic.

Denniston Players

The Denniston Players made a ...elcome reappearance at the ...ydeum Theater last night after ...heir trip north. It speaks well ...or the popularity of the company ...hat with only a day's notice they ...ad on "Nightie Night" and had ...full house to receive the merry ...rew. Miss Warda Howard was ...gain in the cast after a prolong...d illness, but the joyous ...bandonment that she put into ...er part not only told of the ...ppiness this clever artiste felt at ...gain playing with her fellows ...ut also of her complete recovery ...f health.

Mr. Leo Kennedy was again in ...ine form and delighted his many ...dmirers with his work. Miss ...lorence Chapman as usual was ...ust as petite and quaint as we ...xpect her to be, and she kept the ...ouse in high glee all the time ...he was on the stage.

Wm. Augustine had quite a lot ...o do and was convincing in voice ...nd gesture. The whole piece ...ent with a snap.

The company leave for Manila ...early in the week but they are ...gain in bad luck in having to ...eave behind them Mr. De Witt ...owing who is in hospital suffer...ng from typhoid fever.

The Denniston Players carry ...way with them all good wishes ...or a big tour. They have done ...splendidly here because they have ...been all good and conscientious ...workers, who have taken their ...work seriously.

DOMINO.

CO-EDUCATION IN CHINA

Girl Students At Peking Fix Precedent By Entering Male Class Rooms

(Reuter's Pacific Service)

Peking, March 6.—Eight girl students have entered the college of literature of the Government University. They take their places in the same classroom as the male students. This is said to be unprecedented in China.

The girl students include Misses Wang Lan and Hsi Cheng of Kiangsu and Miss Chah Hsiao-yuan of Chekiang.

Red Cross Man Sees Kolchak Prisoner Of Soldiery At Irkutsk

(Continued from Page 1)

more was heard about it until I got into Irkutsk. We had passed him somewhere along the road from Krasnoyarsk.

Then came the ill-fated day for Kolchak—the 15th of January. His train was pulling into Irkutsk. At 6 p.m. the representative of the Czecho-Slovak Republic, Dr. Blagosh, invited the representative of the Political Center to confer on some "very important business." At the appointed time, when the representative of the Political Center, M. Kosminsky, visited Dr. Blagosh, he found with the latter the Commandant of Kolchak's train.

The Commandant asked Mr. Kosminsky about the delivery of Kolchak and Pepeliajeff, who was to be the new Prime Minister, to the Social-Revolutionary Army—in what manner it was to take place—whereupon he was told that a special commission, consisting of the representative of the Political Center and the representative of the Social-Revolutionary Army, would immediately be sent to Kolchak's train and that this Commission, after having taken over Kolchak, Pepeliajeff and their staff, would turn them over to the "Special Trial Commission" for "urgent investigation."

Kolchak Executed At 5 a.m.

The Commission arrived on the train an hour later and there and then completed arrangements for the turning over of Kolchak and the rest to the Social-Revolutionary Army. At 9:55 p.m. Admiral Kolchak, Pepeliajeff and the wife of Kolchak were escorted to the Station Commandant's office by the authorised Czech commanding officer. There they were received by representatives; M. Feldmann and V. Merkaloff of the Political Center and Captain Nesteroff, Assistant Commander of the Social-Revolutionary Army, and informed by them that they would be placed at the disposition of the Political Center.

They were further requested to turn over all documents and arms, whereupon Admiral Kolchak replied that all business correspondence had already been destroyed by him in Nishni-Udinsk and that only personal correspondence remained. His revolver was turned over to the representative of the Political Center.

According to official statement, the Czecho-Slovak representative, accompanied by the representative of the Political Center, entered the car of Kolchak at 9:55 p.m. and Kolchak was informed by the Czecho-Slovak representative that, according to the order of the Allied Commanding Officer, he would be turned over to the Political Center. This surprised Kolchak and it is stated on good authority that upon hearing the statement he turned pale and said; "Is it possible that the Allies have betrayed me?"

I have already given my personal impression of the man as he had appeared on the Irkutsk railroad station platform going to what he knew was certain death. Would that I could add to that impression my impression of the man as he behaved during that fateful moment when the long-engendered enmity of the Social-Revolutionaries against the Supreme Ruler finally found satisfaction as the order for execution was given. The report, since confirmed, is that Kolchak was executed on the 7th of February at 5 o'clock in the morning.

That there was strong personal animus in the ranks of the Social-Revolutionaries, against Kolchak I am absolutely convinced, for in the month of July, 1919, I was shown certain material by a member of the then extinct Siberian Government in which a number of crimes committed against members of the Social-Revolutionary party were chargeable to Kolchak personally. I do not say there is any truth in these charges. I mention the fact merely as an illustration of the feeling among the leaders of the Social-Revolutionary party against the man himself.

LLOYD GEORGE SAID TO PREDICT HIS FALL WITHIN SIX MONTHS

Paris, January 24.—In conversation with a member of the Chamber of Deputies, Premier Lloyd George is said in a newspaper article published here to have expressed an opinion that the "Peace Treaty was hard luck for any one having had a hand in it."

"Yes," the Deputy is quoted as replying "Premier Orlando is out of office, Premier Clemenceau is again in private life, and President Wilson has met with reverses in Washington. Only you have been spared."

"Yes, and in less than 6 months it will be my turn," is the reply attributed to the British leader.

New Peking Strike Planned To Protest Arrest Of Students

(Reuter's Pacific Service)

Peking, March 6.—Owing to the continued imprisonment of the forty students who were arrested some months ago in connection with a Shantung demonstration at the Presidency, several institutions headed by the Government University are arranging a strike to begin on Monday, as a protest.

Anfu Club Members Fail To Appear At Meeting Of Cabinet

Premier Announces He Will Go Ahead Without Them If They Do Not Show Tuesday

(Reuter's Pacific Service)

Peking, March 6.—The Anfu Club members of the Cabinet were again absent from today's Cabinet meeting, at which the Premier announced that as a quorum was not necessary, he would proceed with regular business on Tuesday, whether the Anfu Club Ministers were present or not.

With regard to the Foreign Affairs portfolio, it is authoritatively stated that the Government has not yet succeeded in getting a reply from Hu Wei-te to whom the post has been offered, but the reply is daily expected. If Hu Wei-te declines to accept the post, Chen Lu, the present Vice-Minister, will be immediately appointed Minister for Foreign Affairs.

TOKIO ELECTION IN MAY

(Reuter's Pacific Service)

Tokio, March 6.—The date of the general election has been fixed for May 10.

$10,000 BROUGHT IN FOR Y.M.C.A. IN NEW CAMPAIGN

First Week Of Movement To Gain Members Shows Great Interest

Great interest was manifested at the Y.M.C.A. last night in the closing of the first week of the membership campaign. A program was given in the large hall consisting of music, dialogue and movies. The chairman of the evening was Mr. Lo Wei-bah, captain of the Hai Tseng team.

The music was rendered by William Lockwood on the violin accompanied by his brother Edward, on the piano and by the Toong Ts orchestra. By the courtesy of the Canadian Trade Commissioner the members enjoyed the moving picture portraying the industries of Canada.

At the close of the program the results of the first week's campaign were thrown on the screen. The applause that greeted the record made by each team indicated the interest that is being taken.

The nine teams of the boys division brought in during the week 1,432 points, the leading team being the "left half back" which is made up of boys connected with the poor boys' school who are showing their ability as compared with their more favored colleagues.

The standing of the men's division teams as reported last night was as follows:

		Points
1.	Ying Sui Team—Capt. Lu Wei-ching	1771
2.	Hai Chi Team—Capt. H. Y. Moh	1675
3.	Fee Young Team—Capt. Li Thi-ngoo	1311
4.	Tung Chi Team—Capt. C. C. Nieh	1071
5.	Hai Tseng Team—Capt. Loh Wei-bah	565
6.	Kyi Wai Team—Capt. Y. M. Chien	526
7.	Zao Ho Team—Capt. N. L. Han	429
8.	Chi An Team—Capt. B. Y. Chang	209
9.	Hai Yung Team—Capt. Chu Pao-san	151
10.	Hai Zur Team—Capt. General Chen Chi	129
	Total	7837

This means that the total money brought in by both men and boy's divisions the first week amounted close upon $10,000, beating all previous records for the same period.

Robert Dollar To Address American Song Service Today

Captain Robert Dollar will speak at the American Song Service this afternoon at 5 o'clock in the Banquet Hall of the Palace Hotel. There will be special program by a string quartet. A reception will follow the address.

PERSONAL

The lady who lost the Souvenir bottle of Heidsieck's Monopole (Red Top) Champagne from her Motorcar outside the Astor House at 1:30 this morning can obtain same by applying to Box No. 209.

News Brevities

The United Services Association will meet at the Palace Hotel Tuesday afternoon at 5:45 o'clock.

* * *

The Shanghai and Hongkew Wharf Co., Ltd., will hold its annual general meeting Thursday morning at 11:30 o'clock.

* * *

A tea dance will be held at the Country Club Thursday afternoon at 5 o'clock.

* * *

The Rev. Paul Hutchinson will address the Women's Christian Temperance Union at the Union Church Hall Thursday afternoon at 5:30 o'clock.

* * *

The annual meeting of the Shanghai Seamen's Church and Mission will be held at the Church House Friday afternoon at 5 o'clock.

* * *

The 73rd annual general meeting of the Shantung Road Hospital will be held Friday afternoon at 5:30 o'clock.

* * *

The Shanghai Volunteer Corps will parade for field maneuvers Saturday afternoon at 3 o'clock.

* * *

The Customs Club will hold a dance Saturday night at 9 o'clock.

* * *

Montgomery Ward and Company, which is now established in temporary offices at 12 Nanking Road, will have offices and sample rooms in the new Y.M.C.A. building at Museum and Szechuen Roads on April 1. Mr. Frederick Tilson, manager of foreign publicity for the company has arrived in Shanghai and will be here for several months.

* * *

A meeting of shareholders of the Langkat company will be held in the China Mutual Life Insurance Company, Ltd., offices on Monday afternoon, March 29, at 4 o'clock.

* * *

Bottles of Heidsieck's Monopole Champagne, tastily decorated and with appropriate verses, were given as souvenir prizes at the Astor House dinner dance last night through the courtesy of Messrs. Garner, Quelch and Company, recently appointed sole agents for the Far East.

* * *

Mr. H. Y. Moh, manager of the Teh Dah and Hou Seng Cotton Mills, has been appointed the Shanghai delegate by Magistrate Shen Pao-chang, to the Kiangsu Industrial Executive Conference which will open its session at Nanking on April 1.

* * *

The executive committee of the International Anti-Opium Association of China will meet at the Chinese Red Cross Society, 26 Kiukiang Road, on Tuesday afternoon at 5:15 o'clock.

* * *

Among the passengers who arrived in Shanghai from Ningpo yesterday on the steamer Kiangteen were Bishop and Mrs. Molony and those from Tientsin on the Fengtien was Major H. A. Atkinson.

* * *

Dr. Murdock MacKenzie, of the Canadian Presbyterian Mission in Honan, is to be the principal speaker at the Missionary Prayer Meeting at the Union Church Hall tomorrow afternoon. The meeting will be convened at 5:15 o'clock. Dr. MacKenzie is a widely known missionary, teacher and foreign worker.

Tuchuns Say P... Must Not Dismiss General Chao Ti...

(Continued from Page 1)

Li Lieh-chun suffered heavily in the bombardment of Siuchow and is now taking a defensive position in the hills of Tsingyuan. But the alliance with the bandits gives him new hope and if mediation fails, he will fight with new vigor. Three representatives of General Tsen left Canton for Siuchow Friday for the purpose of mediation.

In Canton, the Tuchun is busy with plans to clash against the Yunnan General, but with little success. None of his division commanders seems to be enthusiastic about a breach of friendly relations with the Yunnan Tuchun. General Ling Hu, who was formerly aide to General Li Lieh-chun, is especially opposed to the idea. The brigades and regiments are wavering. General Moh is doing all he can to utilise the expeditionary forces from Kwangsi without consulting General Lu Yung-ting, the Kwangsi Tuchun. Lu is sending his aide, General Ma Chi, to consult Moh on the matter.

Benjamin Franklin—

Born in Boston, Jan. 17, 1706, "one hundred years ahead of his time."

Born in poverty and obscurity, the youngest son in a family of 17—his father was a soap and candle maker.

Tramped from Boston to New York, looking for a job—thence to Philadelphia, where he found employment in a printing office.

Studied early and late to excel at his task, to gain knowledge, and to MAKE a MAN of himself.

Grew to be a typical American—one of the few really EDUCATED men of all history.

Invented many things, founded the University of Pennsylvania, originated the American postal system.

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P 24

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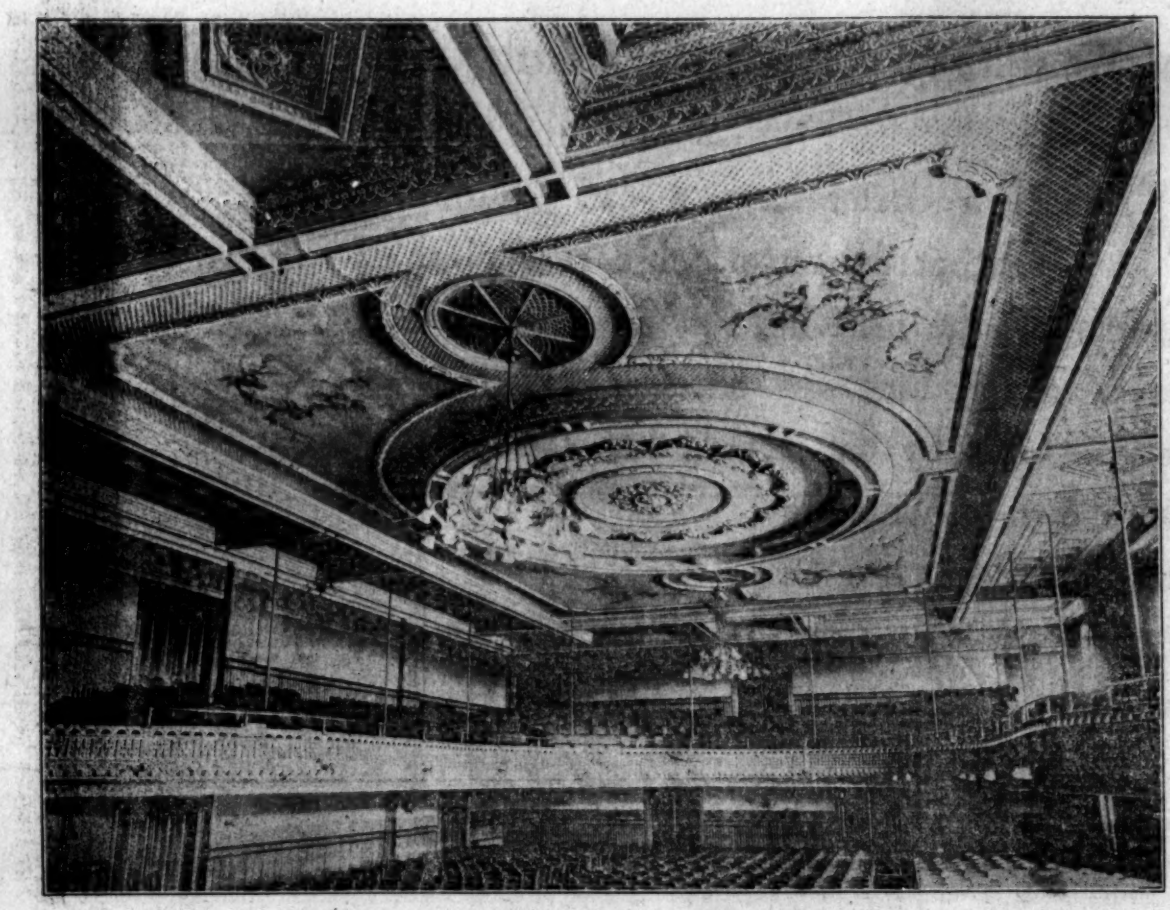

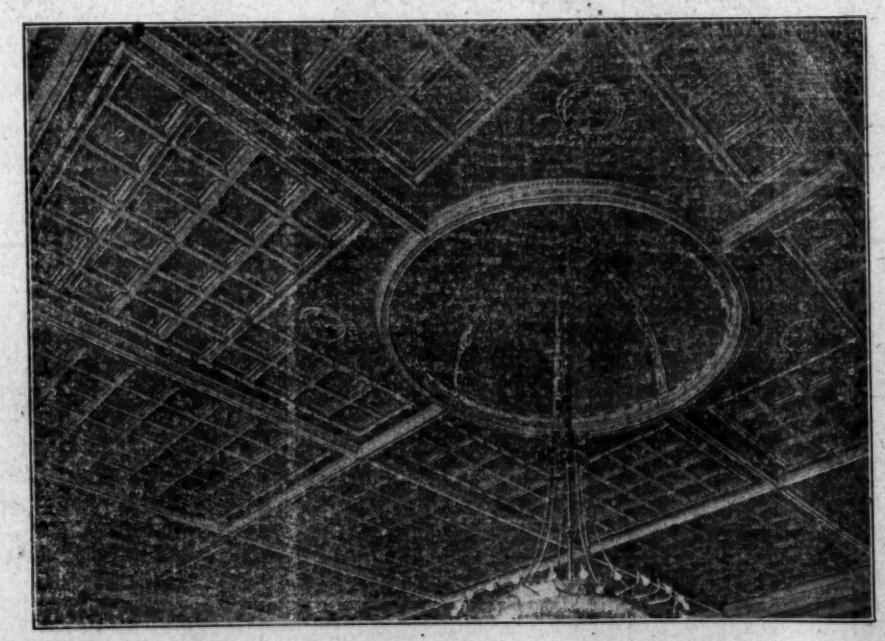

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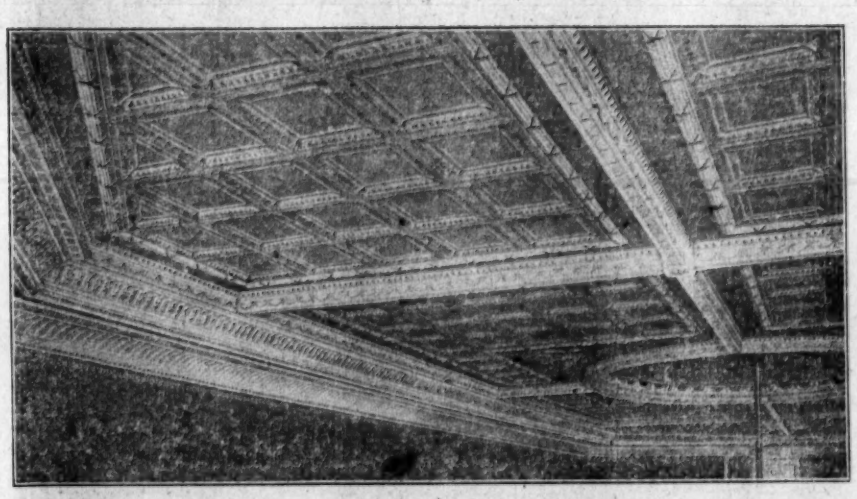

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Explorer Tells Of Trip Through Wilds Of China In Lecture Before Guild

Literary Organisation Hears Mr. E. J. Dingle's Tale Of Experiences In Penetrating On Foot Little Known Parts Of Interior Of Country

Mr. E. J. Dingle is the editor of the New Atlas and Commercial Gazetteer of China and manager of the Far Eastern Geographical Establishment. He is the author of "Across China on Foot" and "China's Revolution." The lecture which we give below was delivered last Wednesday night, before the Union Church Literary and Social Guild.

In the course of his absorbingly interesting talk, Mr. Dingle said that they were to travel that night through a part of the world where foreigners had never been, where indeed few would want to go. It was a region still dealing out the story of the world's youth where things were pretty much in the dark as they were in the great beginning and where the traveler is put face to face with the great enduring things of time.

So far off, so coarse the life, so truly detached from civilisation, is one that time indeed seems to have ended and eternity begun. After having described how he originally came to China with the intention of walking from the Pacific to British Burmah, Mr. Dingle described how his companion left him in the reaches of the Upper Yangtsze and how he alone walked from Chungking to Dhamo on the British Burmah frontier and back.

During his travels Mr. Dingle had the misfortune to be kicked by a pony, breaking his arm, and was laid up in Yunnanfu for several months. Upon recuperating from this broken arm, he suffered from dysentery, malaria and sun-stroke, and his stories of personal adventure into unknown regions held the rapt attention of his audience throughout the lecture.

It is a pity that more facilities are not placed within the reach of the men who live among us in Shanghai and who have had such unique experiences, to disseminate the knowledge that they have gained in travels through Asia. The lecture, which follows in part, was illustrated with about 60 unique lantern slides which in themselves form a very valuable collection.

BY E. J. DINGLE

At Chaotong, after going about a month, on the advice of a missionary I bought a pony, not to ride, but as I was just entering very dangerous country, for emergencies. So I bought the finest little animal that you could wish to see—jet black, literally a very dark horse. Two days out as I was trudging behind him up a mountain he kicked and broke my arm. I was considerably inconvenienced, and my personal thermometer dropped a bit, as I had to walk for nine days with this broken limb swung into my overcoat pocket.

At Tongchwanfu, missionaries set it for me, and I might not be here talking to you had it not been for them. At a place 9,300 ft. up in a Chinese inn, I was so ill that life was despaired of. A special messenger was sent to Yunnanfu (seven days away) to inform my consul that a person by the name of Dingle was laid up and likely to die. He bought my coffin, but, well—well, I did not need it as you may see, but the doctor's pronouncement upon my condition was that, in addition to this arm being out of commission, I was suffering from dysentery, malaria and sunstroke, which put a stop to energetic excursioning for sometime.

I stayed there as the guest of these kind friends for some time. Broke my arm again when I went out to exercise myself and my pony, learned a bit of Chinese and then finished my walk across China to British Burma. Having refitted my "caravan" at Rangoon and come up the Irrawaddy I then recrossed Yunnan province, was held up at Tongchwanfu on account of a riot—the Chinese said that we foreigners wanted 2,000 human heads to chi the Yunnan railway—and after that I took the opportunity of living and traveling among the Huamiao.

The best conditions of Chinese inns are far and away worse than anything the traveler could be called upon to encounter in the British Isles or in America. There can be no comparison, and you will readily understand that there is much that the foreigner misses in the way of general physical comfort and cleanliness.

LACKING IN SANITATION

Sanitation is absent in toto. Ordinary decency forbids one to tell what the uninitiated traveler most desires to know—if he would be saved a severe shock at the outset—but everyone has to go through it because one cannot tell all that one sees.

All travelers who have had to put up at the caravanseries in Western China will bear me out in my assertion that all of them reek with filth and are overrun by vermin of every description. The traveler whom misfortune has led to travel off the main road in Russia may probably hesitate in expressing an opinion as to which country carries off the palm for unmitigated filth; but with this exception, travelers in the Eastern Archipelago, in Central Asia, in Africa among the wildest tribes are pretty well unanimous that compared with all these for dirt, disease, and discomfort, and disgusting disorganisation and an utter lack of decency, the Chinese inn holds its own. How can I describe the usual bedstead as it stands in the corner of the room, with its fateful straw bedding? Sometimes there is a table, sometimes a couple of chairs. If these are steady, it is lucky: if unbroken it is the exception.

Over the bedstead—planks, of course, on trestles—I used first to place my oilskin, then my pukai, and that little creeper which rhymes with hug did not disturb me very much although he was remarkably lively. Rats ran down and over me in processions, and of course the best room being invariably nearest the pigstyes there were the usual stenches.

The floor was mother earth, which in wet weather became mud, and quite a common thing was it for my joys to be enhanced during a heavy fall of rain by having to sleep, almost suffocated, with my mackintosh over my head owing to a light rift in the roof.

In Yunnan the earthen floors of the inns are saturated with damp filth and smelling decay; there are rarely the paper windows, but merely an opening in the woodwork through which the offensive smells of garbage almost choke one; tables collapse under the weight of one's dinner. But why attempt to describe? In certain places in Western China the ordinary routine of life beggars description. This was in China and on the main road. Off the main road it is incomparable.

THE MIAO TRIBE

And now for the Miao. Who are Miao? Most of us who live in Shanghai have heard something about them lately. Last year they were stricken by famine, not by any means an outrageously uncommon thing, and the papers appealed to us to give what we could to alleviate the distress. But apart from that, we know little, and it is not to be wondered at. I know that I am the only layman living who has ever lived among them, and there are very few indeed, who have ever travelled through their country, so rough and uninviting is it all. And I daresay that I shall enjoy that distinction for a very long time to come. Because unless one has the disposition to rough it, and the temperament to take things philosophically, or is possessed of some desire to study or follow some hobby, he would never by choice live there. I was studying geography. I take no special credit to myself. I was ever a wanderer and never regret, despite the hardships, having found myself there.

It is not common knowledge that in most parts of Western China, even today, there are tribes of people essentially non-Chinese, who still rigidly maintain their independence, governed by their own native rulers as they were long before their kingdoms were annexed to China proper. In many instances, these tribes, conquered slowly by the encroaching Chinese, still maintain their social independence under their own chiefs, who are subject to the control of the Government of China. This means, of course, that excessive taxation is paid, to the Yamen functionary who extorts money from anybody and everybody he can get into his clutches. He then gives a free hand.

Others in a further state of civilisation have been gradually absorbed by the Chinese, and others again, adopting Chinese dress, customs and language, would give you a very rough time of it were you to suggest that they were anything but pure Chinese. I shall not be able to give you very much really weighty information, however, tonight. If I can stimulate your interest in these peoples and lead you on to study, then I shall have done something in my day and generation. For there is probably no family in the whole human race—certainly no family with such claims to consideration—of which so little is accurately known as these non-Chinese peoples. In the Topography of Yunnan province (the 1836 edition), a very worthy Chinese record, there is a catalogue of no less than 141 classes of aborigines, each with a separate name and illustration, without any attempt to arrive at a broader classification. The Chinese today say that there are 70 tribes of Miao alone.

Those Miao whom I know are:
Hua Miao, or Flowery Miao,
Heh Miao, or Black Miao
Yachio Miao, or Magpie Miao (because their dark blue and white costumes suggest the magpie).
Peh Miao, or white Miao
Sa Miao, or Shrimp Miao (because they catch and sell freshwater shrimps).
Shui-hsi Miao, or West of the Water Miao.

GOOD LOOKING PEOPLE

We however are interested tonight in the Hua Miao of Kweichow and Yunnan—very good looking people, too, many of them. Some of the ladies, would be beauties in Europe. They call themselves Mhong. In the region through which we are traveling they are wretchedly poor. It is said that the Chinese have been trying, by absorption, to weed out the Miao since 2356 B.C. As with other tribes, the Chinese come in to conquer. Back have gone the Miao to the hills steadfastly refusing to give up their own life, until we find them today occupying the tops of great grim mountain ranges, mountains almost inaccessible, where life is hard and human conditions murderously bad. These great ranges hem in a region which has been the deathbed of nations, or vigorous and ambitious tribes bent on a career of conquest and glory. As the Miao have no literature nothing very trustworthy is known of their origin and history, and this country must inevitably some day prove to be their deathbed also.

The land they live in is for the most part a storm-swept and smileless desolation. All about one rises gigantic masses of crags, ramparts of bare and dreary rock. There is a helplessness and unconquerable despair which one seems to absorb. In the valleys between these great mountain fastnesses, where you meet again the Chinese, the scenery is superb, but up on the mountain tops, one is constantly traveling through a mist which incidentally spoils your photographic films, that drenches one to the skin, and chills one to the bone, that depresses your spirits, that makes you swear "Never Again!"

To come from the Chinese cities in that region, away from the main roads, where one is always able to get good rice and vegetables and live fairly well as the Chinese live, and go into Miaoland, where the people rarely see rice, where there are no chickens, no eggs, no mutton—not even the leathery goat—no flour, nothing but a very poor variety of buckwheat and small corn or maize, is to begin to rough it in a manner which one is quite unable to describe. Rice will not grow there, animals find nothing to live on and are valued only for their manure, and in the dreary desolation of it all the people are utterly poor. The sole crops are maize and buckwheat, which the people put inside themselves, and hemp with which they weave their coarse garments to cover up their outsides.

The Miao are the serfs of a wealthier people called the Nosu or Lolo, or Lolos, as they are sometimes called. And perhaps I had better say a word or two about them. As with the Miao, whence they came, what they are and what their racial characteristics are questions to which I can make only a very inadequate reply.

A DANGEROUS TRIP

And now for the trip. Most of the time I traveled with one or two coolies. Often, however, I had a caravan of 20 or 25 men—we were a happy band of nomads together; at other times I have been reduced to the irreducible minimum. "I remember once, when I wanted to go over a great range of mountains which had never been scaled by any foreigner before, just to have the satisfaction of having done it and gathering a few records. My whole caravan to a man refused to go, and I started out carrying my own bedding, prevailing upon one soft-hearted villain to accompany me at the last moment.

Once I was privileged to have the companionship of the late Samuel Pollard, a fine, intrepid pioneering spirit. He came to China as a youngster, had lived a quarter of a century in the province, possessed a knowledge of the language such as few men have, and above all was an optimist. We took nothing with us besides our rice bowls which were inside our coats and our chopsticks which were up our sleeves. We were, we knew, facing considerable danger, but we thought then, as I think now, that the experience was worth the risk.

Altogether we were 32 days from Chaotongfu, and during the whole of that time, except when we were held up by rains in a village where a Chinese teacher gave us rice, we fed the whole time on maize. Have you ever fed on maize for a week? It is fine stuff; try it and see. It is good stuff for a week, but when you get it, as we did, for breakfast, for tiffin, for tea, for dinner, and between meals, well you quickly get fed up. We had it raw, ground, boiled, baked, we took it, as Mark Twain would say, every which way, but it did not improve after the first week.

Misapprehension Over China Loan Seen In Report

(Continued from Page 1)

vanced Yen 9,000,000 to Peking against a six months treasury bill at 96, secured on the Salt Revenue from which it was to be repaid in monthly installments with the proviso that it be repaid from the emergency loan from the Four Powers if this materialised later. Thus far, however, the Consortium loan has not been made and as our Peking correspondent pointed out yesterday it appears that it will be forgotten shortly.

Bandits Fleeing With Dr. Shelton To Distant Hills

(Continued from Page 1)

the approximate location of the bandits and prepared to enter into negotiations. But Yang, apprised of this and apparently fearing an encounter with a force better armed than his own, lost no time in leaving his hiding place in the Yunnan hills for the interior taking the missionary with him.

CAPTIVE'S HEALTH GOOD

He may, it is believed, be trying to lead his pursuers on to some remote place where he will have them at his mercy and thus be able to dictate his own terms. Or again he may contemplate taking Dr. Shelton to some place inaccessible to others and notify the Governor that unless all his terms are complied with unconditionally, Dr. Shelton's life will be forfeited.

In all events, it is not believed that the American rescue party will abandon the pursuit, now that they have started. But how far into the interior they can safely go is a question.

It is not believed here that Dr. Shelton is suffering while in the hands of the bandits. Latest reports indicate that his health is good and that he is devoting his time to teaching English to his captors. But there can be no question as to the perilous life he is leading with them and this, added to the knowledge that his fate at their hands is uncertain and that he is liable to be killed at any time, is undoubtedly working a severe strain on him. The fact that he succeeded in smuggling his dairy out to his wife the other day shows that he has made some friends among his captors and these may eventually help him get to safety.

(Reuter's Pacific Service)

Peking, March 6.—Lieut.-Col. Dryesdale American Military Attache at Peking, who has reached Yunnanfu on a mission to effect the release of Doctor Shelton from the bandits who are holding him for ransom, telegraphs that Doctor Shelton is well.

CHINESE-AMERICAN-ENGLISH BOUT

China seems to be wide-awake now. Probably there has never been recorded in the history of China a bout or fight where an ordinary Chinese faced two white people. Nanking Road was recently the stage of such a terrible conflict, and it was none the less interesting because three nationalities took part in it. It was a hand-to-hand and waist-to-waist fight, each combatant making the other two the target of his iron fists. Many people flocked around them, and when the policemen came to make an arrest, it was found that the three people were fighting for a copy of the "Pearl of the Orient," a live fortnightly magazine published at 15 Museum Road.

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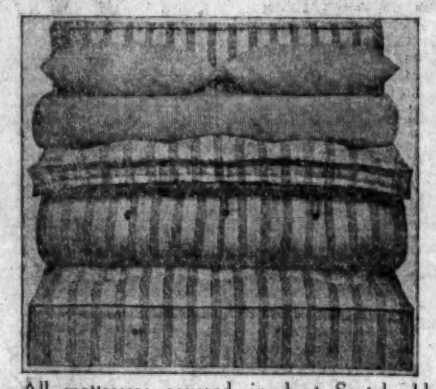

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French Green Peas
French String Beans
Large Lentils
Italian Lucca Oil
French and Spanish Olive Oil

Our imported dainties add the last touch—they give finality to the feast! Remember that you are always welcome here to look around and get acquainted with what we are constantly bringing from many parts of the world to help you make your meals *appealing, appetizing,* and *irresistible!*

I. SHAININ & Co.
"The Home of Delicacies"
100 SZECHUEN ROAD.

13th Year of Successful Catering to Particular People

Shelled Jordan Almonds (Sweet and Salted)
Shelled Filberts
Shelled Pecans
Shelled Walnuts
Brazil Nuts
Pecan Nuts (in shell)

Smyrna Figs
Black and White Figs
Arabian Dates
Stuffed Dates
Stuffed Figs
Stuffed Prunes
Fancy Prunes (in glass)

Norwegian Aquavit
Norwegian Arac Punsch
Brandied Pears
Brandied Peaches
Brandied Figs
Roquefort Cheese
Spanish Nougat
California Nut-Fruto

Laborers' Welfare To Be Campaign Object Of Battalion Workers

Secretaries From American Colleges Will Return To China To Carry On Movement Among Chinese Who Served With Corps In France

Work done among the Chinese in the Labor Corps in France by the Army Y.M.C.A. was so successful that a number of the field secretaries are planning to return to China to organise a similar campaign here.

About 60 Chinese students in American Universities left their studies to serve as secretaries with the Labor Corps during the war. Many of these young men have returned to their schools but a group of them have become so deeply interested in the "Y" work they intend to come home at once to get the campaign under way among the laboring people in the cities and country places.

Mr. Chun Chen, son of a Shanghai business man, is among the secretaries now in France who are coming home. He has written the following article describing the work:

BY CHUN CHEN, B.A., (YALE)

THE Young Men's Christian Association has been carrying on an extensive mass education among the Chinese laborers in France. Men of 20 to 30 who have never had a chance for education in their youth, are made to know that the three "R's" are no longer profound mysteries that are not readily open to them. Many of them have made up their minds to continue their studies in Chinese in their spare time after their return to China.

The Fifth Army area, where the writer was in charge of the educational work, may boast to have accomplished more along this line than any other. Mr. Leo Tsiang was our pioneer specialist to inaugurate an educational program in this area. It is through his honest labor of several months that a solid foundation was laid for later development. By the time he returned to the States to resume his studies, 12 schools had been established with total enrollment of some 1,500 students. Then in the short space of a little over a month, the writer was able to increase the number of schools to 28 and that of students to 3,200.

Comparing these figures with those of one of the largest American universities, say Yale University, which has only seven schools and some 3,500 students, the writer cannot but feel stimulated to carry through the work with ever-increasing zeal.

WELCOMED EDUCATION

There used to be some 40 Chinese Labor Companies in the area and each was supposed to have 500 men. It was a very encouraging fact to find that they took in education easily. Whenever we proposed to start a school there were an average of over 100 students and in some cases two or three hundred who came to receive our elementary education. It was a genuine pleasure to the writer, when he gave surprise visits to the men in their huts, to find them studiously engaged in reading and writing. This was made possible through two favorable circumstances: they had plenty of time in their afternoons and evenings and there were not many things to draw their interest elsewhere in that devastated region.

At the beginning men were a little shy in enrolling their names for our school because many of them had boys old enough to attend schools at home so that to join our school was a matter of "losing face." But this did not check our progress very long, for very soon afterwards schooling was made the fashion in that area. There were men who would pocket our little text books and learn the lesson in whatever spare moments they could get hold of during the day.

PRINTED OWN TEXT BOOKS

Because we could not buy any elementary text books in Europe and because we could not wait to have them sent from China, we had to compose and print our own text books. The students were given the liberty to choose for themselves from the following courses:

1.—Chinese: On this we laid the greatest stress. We urged as many students to take this course as we could. There were two grades: the elementary and the advanced. The text for the former was 600 characters, carefully selected on the basis that they are most frequently used. Our Paris headquarters printed at least three sets of the 600 characters. We used the kind that had no meaning in the sentence. There are several reasons for our preference but in short this brings out the best result. It prevents "Verbalism." In case there is sense in the sentence, without doubt, it will take less time for the pupil to learn. But according to the psychological principle, "association," he will recognise a word only in the same context as given in the text. Our aim was to teach the laborers in a very limited time 600 Chinese characters, which, after once being taught, they must be able to recognise, pronounce, explain, and write them without fail. Ten characters were taught each day (so that the whole course would last only a little more than two months.) At the beginning of each hour the teacher was to ask the pupils to write out the ten characters given the day before in the order dictated. Daily grade was given accordingly.

For the advanced course we had short lessons on four topics: ethics, letter-writing, personal conduct, and hygiene.

2.—Arithmetic: addition, subtraction, multiplication, and division were all what we gave. In the text we gave many illustrations and exercises.

3.—Geography: Commencing with the earth at large, we attempted to tell some thing about continents, then Asia, then China, and then the provinces. We found this text very unsatisfactory, for only those who knew how to read already could take it and what we gave in the text was very elementary. Later we were lucky enough in getting many copies of Dr. Tenney's Geography on China. These we loaned to secretaries and interpreters who would prepare lectures from them.

4.—English: English classes were open only where men demanded them persistently, for we believed that it would not do them so much good as the other courses.

5.—Chinese Phonetics: Chinese phonetics, better known as "Quick words" in the field, were also given some times. But this course was never very popular, because it took only two weeks for them to learn and after learning they could not make much use of it.

Besides the production of text books, the writer was only to start new schools and to supervise the schools already in existence. In performing the former, he had to have the permission of the officer commanding, the co-operation of the interpreter and gangers and the support of the men. In the latter he was to make frequent visits and occasionally give the teachers and men a good dose of "pep." The success of a school much depends upon the man who assumed the responsibility of the school (usually the interpreter and some times one of the gangers). Teachers were often obtained from the laborers themselves. In case we had over 200 pupils at one time we divided the class into sections. In some cases we had a normal course first to train out 20 or 30 men who would in turn teach others in their huts in a very informal way.

It is probably necessary to say a word on the result of our work. On the whole we would venture to say that it was a success. Men who graduated from our elementary Chinese class could read the Y.M.C.A. weekly and read and write home letters intelligibly, although by no means well. The writer has in his possession home letters written by men who, at the time, had only six weeks' schooling. While China's future depends upon the general intelligence of her people, we can certainly help bringing the day of happiness and prosperity at a much earlier date by extending the program described above to the men of middle age, whom we have neglected so much in our modern education.

When Your Baby Squints

By Dr. F. M. Gensburger, Oph. D.

During the first few months of life, before the fusion faculty has made much progress in development, it frequently happens that the eyes converge for a few seconds, or a minute at a time, in response to some gastric or other disturbance. This is of no importance. Sometimes, too, a child, whose fusion faculty is developing quite normally in other respects acquires this faculty rather later than usual, just as a perfectly healthy, intelligent child may be late in learning to talk.

One may then see one eye turn in, occasionally, for a minute or two at a time, even when the child is old enough to walk. Later, if the fusion faculty develops normally, it will so control the movements of the eyes as to prevent any recurrence of the deviation.

But, if the child "crosses his eyes" for many minutes at a time, or if one eye converges, while the other steadily fixes some object, or, more especially, if the deviation is always manifested by the same eye, the case is probably one of true squint, and demands investigation without delay. Under any circumstances, it is safer to investigate any case in which a child is seen to cross his eyes occasionally, rather than wait until what may have been a promonitary occasional squint becomes a constant squint.

With the advent of puberty, the angle of a convergent squint often tends to become somewhat less without any treatment. In rather rare instances the eyes become straight, or nearly so, and the patient is said to have "grown out of the squint." But in the case of a unilateral squint, the squinting eye has nearly always by this time become practically blind from disuse.

The belief in the spontaneous cure of squint is very widespread among the general public. This may be due partly to the fact that the deformity of squint does, in a very few cases, disappear spontaneously, as just mentioned, and partly to the fact, that an occasional squint is seen at one time and not at another, but chiefly, I think, to the fact that the spurious squint of infants ceases to manifest itself when the fusion sense develops.

All these infantile squinters can be saved from blindness, if seen early, as they usually all have a very high refractive error, farsightedness, very often associated with astigmatism, and it is upon a thorough examination of the child's eye-sight in the most scientific manner and the prescribing of correct glasses that the child's future depends.

Regardless of the child's age, whether six years or one year old every infantile squinter should most essentially wear its correction constantly, under which the parents will notice themselves that the eyes are straightened a good deal, and then, if this is carried on in the right manner, in time it might be unnecessary to continue wearing glasses.

Two Motor Cyclists Fined For Speeding

Assessed $10 Each For Fast Driving On Bubbling Well Road

Charged with driving their motor cycles at a high speed in the Bubbling Well district, N. W. Henderson of Jardine, Matheson and Co., and R. Staley of 41 Medhurst Road, were fined $10 each yesterday in the British Police Court. In delivering the sentence, Magistrate King stated that there was quite a heavy penalty under the new by-law, but as there was no previous conviction the accused were both assessed $10.

Mr. R. C. Faithfull prosecuted for the police. The chief witness called for the prosecution was Inspector C. Mills, who testified as to the speeding, which was also noticed by a Mr. Jones and a constable. The speed he estimated was 45 miles an hour. P. C. Norton also testified.

Obituary

MRS. MARIA F. DE SOUZA

Funeral for services for Mrs. Maria F. De Souza, wife of Mr. P. C. de Souza, who passed away at the General Hospital yesterday afternoon will be held this afternoon. The cortaege will leave the hospital at 3:30 o'clock for the Church of Sacred Heart of Jesus and then to the Bubbling Well Cemetery where interment will take place.

Three Women Taken In Police Raid On Resort Of Gamblers

Thirty-Four Men Are Held On Charges Of Law Violation Here

Thirty-seven persons were arrested in a gambling raid made in an alley off Honan Road by officials from the Central Police Station. The keeper of the game was sentenced to three months imprisonment and a fine of $100 by Italian Assessor Ros and Magistrate Yui yesterday in the Mixed Court and the players, who had posted a bail of $20 each, forfeited their money by failure to appear for trial.

The raid was led by Chief Inspector T. I. Vaughan who was accompanied by Detective Sergeants J. J. Kilkenney, W. J. MacDermot and J. Hunter.

Of the 37 persons taken in the raid three were women.

Mail And Telephone Charges In France Given Big Increase

(French Wireless Service)

Paris, March 5.—The Chamber of Deputies yesterday adopted all the new postal taxes asked for by the government. The inland letter rate is increased from 15c. to 25c. Telephone charges are fixed at 700, 1,000 and 1,200 francs per annum according to category.

Second Editon Out On Dr. Tyau's Work

Owing to the popular demand, a second edition of Dr. M. T. Z. Tyau's "China's New Constitution and International Problems" has just been published. The author has added as appendices in this edition the texts of the 1912 Nanking Constitution and the 1914 Amended Provisional Constitution.

FRENCH SOCIALIST NEWSPAPER RAIDED: INCITED STRIKERS

(Reuter's Service)

Paris, February 29.—The police today raided the offices of the Socialist newspaper Le Libertaire. Warrants have been issued for the arrest of the authors of articles in Le Libertaire urging the 1920 conscripts and the railwaymen to rebel, desert and resort to pillage, and also of the authors of appeals to railwaymen not to answer the calling-up notices. Many railwaymen have disregarded the calling-up notices which were delivered at the offices of the trade unions, and new notices will be sent to the men's homes.

Paris, March 1.—The call for a general strike of all the employes of the French railways did not meet with the response that the leaders had hoped. In many districts the railway men declined to have anything to do with the plans of the Extremists and the Government's call for volunteers to replace the strikers met with a wide response.

The Government had reimposed the wartime restrictions on coal consumption and ordered the earlier closing of hotels, restaurants, cafes and places of amusement in Paris.

Warrants have been issued for the arrest of a few agitators who have been inciting the railwaymen to disobey the mobilisation orders.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES, (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills. These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End. Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

De Witt's KIDNEY & BLADDER Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

PABST BEER

4 PER CENT "BLUE RIBBON" BRAND 4 PER CENT

Packed in barrels of 6 Dozen Quarts or 10 Dozen Pints

A SMALL CONSIGNMENT HAS ARRIVED

No further supplies are coming, so get your orders in early

GANDE, PRICE AND COMPANY

48, Kiangse Road Tel. Cent. 205

SATURDAY CLUB MEETS THURSDAY

Messrs. Levinson and Yui To Speak With Mr. J. A. Thomas Presiding

At the meeting of the Saturday Club to be held Thursday noon at the Carlton Mr. W. Strafford Levinson and Mr. David Z. T. Yui, national general secretary of the Young Men's Christian Association, will be the speakers. Mr. Levinson, who is a local British barrister, will deliver an address on "The Fundamentals of Representative Government."

Mr. J. A. Thomas, first vice president of the Sino-American Bank, which is to open branches throughout the United States and China, will preside.

Reservations for the tiffin should be made with Secretary George A. Fitch, Young Men's Christian Association, Szechuen Road.

Farewell Is Given To Fire Brigade Officer

Senior Station Officer H. Upton of the Shanghai Fire Department, who is sailing for home on long leave on the steamer, Nanking, late this month, was guest of honor last night at a dinner at Central Station arranged as a farewell by members of Central and Sinza Stations and Soochow Road sub-station. Both the Chinese and foreign staffs participated and at the conclusion of the dinner, after an address in which he paid a tribute to the departing officer for his record of five years with the department, Chief Officer M. W. Pett presented him with a wardrobe trunk and a shaving set. Mr. Upton responed to the address. Special music was provided in connection with the dinner.

France's Reception To Jap Squadron Enthuses Japanese

(French Wireless Service)

Paris, March 5.—The French Minister of Marine has received the following telegram from Admiral Kato, the Japanese Minister of the Navy:

"I learn with great pleasure of the cordiality with which the squadron now in France under the command of Vice-Admiral Horiuchi has been received by your excellency and the French navy. I thank you in the name of the Japanese navy. I am happy to state that the frequent exchange of visits of the two navies is binding still closer the ties of friendship which had already been strengthened during the great war."

Holds Key to Minority Leadership Deadlock

Senator Hoke Smith.
INTERNATIONAL.

Senator Hoke Smith, of Georgia, held the key to the minority leadership deadlock between Senator Hitchcock and Senator Oscar Underwood. Senator Smith left the caucus room of the Senate Democrats on one occasion rather than be compelled to cast the deciding vote in the deadlock. Senators Underwood and Hitchcock each received nineteen votes in the balloting at that time.

British Subscribe Liberally To New Exchequer Bonds

(Reuter's Service)

London, March 3.—In the House of Commons today Mr. Austen Chamberlain, the Chancellor of the Exchequer stated that subscriptions to the 5¾ percent Exchequer Bond issue had reached a total of £160,000,000 including £60,000,000 cash. The result, he said, was most satisfactory, exceeding all expectations. A total of £198,000,000 Exchequer bonds mature in 1920.

The Morning Post attributes the success of the Exchequer bond issue mainly to the option given regarding the time of conversion.

London, March 1.—In reply to a question in the House of Commons today Lieut.-Colonel Amery, Under-Secretary of State for the Colonies, stated that it was proposed to reduce the fineness of the Straits Settlements dollar.

'TWO AND THREE'

'Putting The Next One Over' With 'Bugs' Baer

AMERICAN BASEMENTS

The works are downside up. Fashion states that we will wear shoestrings around our necks and lace our shoes with neckties. Conan Doyle has bought himself a pearl-handled Weejee board and is wearing out his elbows inhaling messages from the worlds beyond. Weejee boarding is a dangerous habit, as a star Weejee boarder completes the triangle that has busted up many a sailors' boarding house. A widow in Flatbush experimented with a high powered Weejee board in an attempt to carry on the usual one-sided conversation with her hubby. The experiment was successful. The spiritual piece of lumber got red hot and burned both her mitts, showing that hubby wasn't in heaven but down in the basement of the next world.

* * *

Every hubby is down in the basement now since prohibition has made drinking a crime above the earth's surface. But dig a hole into the universe, call it a cellar, and you are safe. Nobody ever got so boiled that he ever fell out of a sub-basement. The prohibs can't prohib you there. The law moans that a man's house is his castle, his cellar is the throne room and the coal scuttle is his crown.

* * *

We have often wondered what real estate ads meant when they harped about three-story houses with American basements. The American basement originally started as living rooms for the janitor where he would have a place to hide when a three-alarm gong informed him that he was wanted in every place but where he was. It has now evolved into the domicile of the great American husband, where he can perch by the buffet-side of his dying stock and mourn as the last rattle in the throat of a non-refillable bottle informs him that everything must finally reach an end, including serial stories in a popular monthly magazine.

* * *

The American basement is peculiarly constructed. The buffet is the furnace, which must always be kept in a damp, cool place, as any heat may crack the bottles. The parquet dirt flooring is inlaid with cinders and bejammed with vacant tomato cans and the spinal columns of sugar cured hams. A set of wicker furniture is slowly unwickering and an ash barrel loaded with Christmas presents sprouts green with verdigris, giving the basement a vernal appearance.

* * *

As a cabaret, it is a fine annex to a municipal dumping grounds. But the cellar half of the family can perch there in safety, and swig the wood alcohol without waiting for the firemen to string the life net. There is no chance of him falling out of the cellar onto his back veranda. We are still speaking of architecture, and not of physiology.

* * *

It makes work for the census takers, who must not only tabulate the personnel of the house, but also secure a plebiscite of cellar inhabitants. While its narrow confines limit the cruising radius of a real, bevel edged cowpath jag, you have the comforting knowledge that any pickled guy can find his way home if he starts with the cellar as a clue.

* * *

This basement stuff is going to have a drastic effect on American architecture. What's the use of building a fifty-story hotel that will be useless above the ground floor and not much use on the ground floor? All heating systems will have to be installed by the Whoozus Still Mfg. Co. Electric lighting will be superfluous, as long years of cellaring will give a guy eyes like a coal mine owl. Subterranean living will bleach out complexions, and a white ribboner will be known by his freckles. No officer can interfere with a sub-cellarite steaming up on wood alcohol and other health drinks.

* * *

The law is on your side if you are on the inside. And no revenue agent can tag you, provided that you bivouac in the American basement, lock the cellar door and use the key for a corkscrew.

Steamer Ecuador Arrives Wednesday

The steamer Ecuador of the Pacific Mail, delayed four days in leaving Honolulu on account of a broken propeller, arrived at Yokohama on Thursday afternoon. She sailed Friday morning for Kobe and is due to arrive at Shanghai early Wednesday morning, March 10. It is thought that the Ecuador will make up the time lost after she leaves Shanghai and on her return to Shanghai will sail on the return voyage to America on schedule on March 27.

Rubber Auction

Messrs. R. N. Truman give us the following translation of a telegraphic report received from their Singapore Agents in connection with the weekly auctions held at Singapore on Wednesday March 3:

Average price realised:

No. 1 Smoked Sheet $1.10 per pound equivalent to 2 s. 7¼d. ex warehouse Singapore.

No. 1 Crepe $1.09 per pound equivalent to 2 s. 7d. ex warehouse Singapore.

Demand is moderate. Offered 945 tons; sold 557 tons.

Shipping Items

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsinming left Chefoo and Shanghai on Thursday.

The C.M. s.s. Hsinkong left Tientsin for Shanghai on Friday afternoon.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The B.I. s.s. Japan from Calcutta, is expected to leave Hongkong for Shanghai today.

The C.M. s.s. Kiangfoo left Hankow for Shanghai yesterday.

The C.N. s.s. Suiyang left Pukow for Shanghai yesterday.

The I-C. s.s. Koonshing is due in Shanghai from Tientsin and Chefoo tomorrow.

The I-C. s.s. Kwongsang is due in Shanghai from Canton, Hongkong and Swatow tomorrow.

The I-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The C.N. s.s. Tean will leave Hongkong for Shanghai tomorrow.

The P. and O. s.s. Khiva from London, is expected to leave Singapore for Hongkong and Shanghai today.

The P. and O. s.s. Dunera, with 2,664 bales of yarn and 6,652 bales of cotton from Bombay, left Hongkong at eight o'clock Thursday morning and is expected to arrive in Shanghai this morning.

The C.P.O.S. s.s. Empress of Asia, with 156 Shanghai and 116 through passengers, is due to arrive at Woosung from Vancouver and Japan at 1 p.m. Tuesday. The inbound passenger tender is expected to reach the Customs jetty about four o'clock. The Asia sails for Manila and Hongkong Wednesday at noon and the outgoing passenger tender will leave the Customs jetty at nine o'clock the same morning.

The B. I. s.s. Japan from Calcutta, arrived at Hongkong on Friday, and was expected to leave for Shanghai yesterday.

The C.M. s.s. Hsinfung will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Shantung will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtau for Shanghai on Tuesday.

The C.M. s.s. Yushun will leave Tientsin for Chefoo and Shanghai today.

The C.M. s.s. Hsinchang will leave Tientsin for Hongkong and Canton today.

The S.M.R. s.s. Sakaki Maru is expected to arrive in Shanghai from Dalny and Tsingtau tomorrow morning and will sail for Dalny direct on Tuesday at 1:30 p.m. The passenger tender will leave the Customs jetty one hour earlier.

The M.M. s.s. Amazone will sail for Marseills and ports this morning and the tender Whangpoo with passengers and mails will leave the French Mail jetty at nine o'clock.

The P.M. s.s. Ecuador arrived at Yokohama from San Francisco and Honolulu Thursday evening and is expected to arrive in Shanghai on Wednesday morning. The Ecuador will dock at the China Merchants' Central Wharf.

The Blue Funnel s.s. Jason from Liverpool, left Singapore for Hongkong and Shanghai on Wednesday.

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High Class — LUNCHEONS, TEAS, DINNERS AND SUPPERS

Our celebrated

JAZZ ORCHESTRA

Plays in the Ball-room for Dancing every evening

and on

Tuesdays and Thursdays

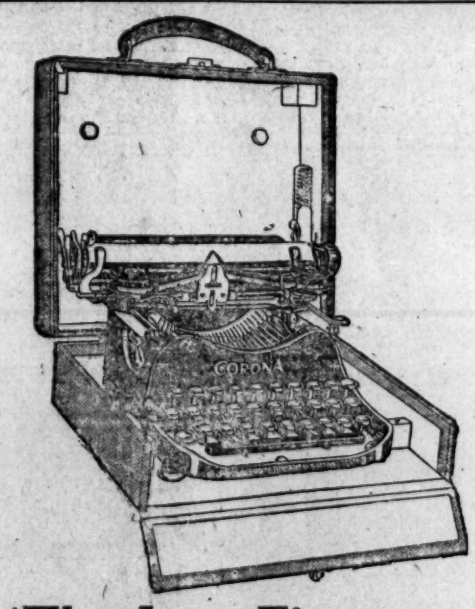
for

Tea Dansants from 5.15 p.m. sharp to 7.15 p.m.

We serve a business men's tiffin for 75 cents

F. Davies
Managing Director

Avenue Edouard VII



"'The Iron Fingers That Make Words'—

the Marquesans called my typewriter," says Frederick O'Brien in his wonderful new book "White Shadows in the South Seas." "Such a wonder had never before been beheld in the islands. . . ."

Such a wonder had never before been seen in China until the

CORONA—

The Personal Writing Machine:

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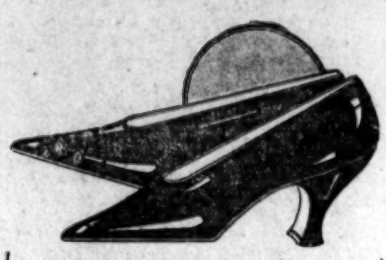

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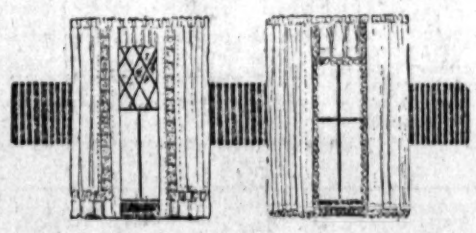

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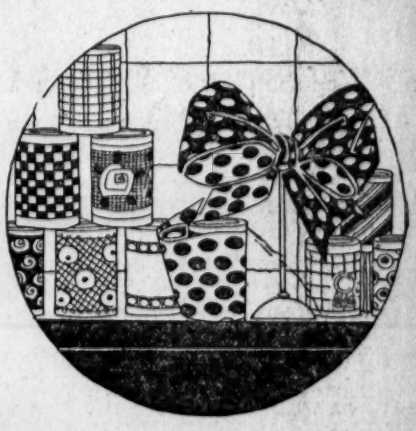

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Text Of Wilson-Lansing Letters As Received In Tokio

The text of the letters exchanged between President Wilson and Mr. Robert Lansing in regard to the resignation of the latter as Secretary of State have been received in Tokio. The most important passages of these letters, which were published in Washington, are given below. It must be remembered that these letters, as given here, are translated from the Japanese version and will differ in phraseology from the originals.

The following letter, from the President to Mr. Lansing, was dated February 9:

"I have heard that you have repeatedly called members of the Cabinet into conference while I was ill. If this be true, there is one thing that I should like to bring to your attention. According to our Constitution and custom no one but the President is invested with the power to call a Cabinet meeting, nor is any one but the President and Congress empowered to direct Cabinet members in regard to State administration. In view of the paramount importance attaching to custom and the precedents established in the history of constitutional progress, I find myself obliged to bring the above fact to your notice."

MEETINGS NECESSARY

Mr. Lansing wrote to the President on February 9 as follows:

"It is true that I called an informal meeting of the Cabinet while Your Excellency was confined to bed. Since Your Excellency's illness we, members of the Cabinet, have been denied access to the President. So I deemed it advisable to call an informal conference of the Cabinet to give consideration to such state affairs as claimed immediate attention. I never thought such a step, dictated by expediency would be a violation of the Constitution or would go against Your Excellency's will. The President will see without difficulty that I had no intention of exercising rights belonging to the President or Congress only. In dealing with a series of knotty questions cropping out before the State, I only wanted to give them consideration in such a way, in the absence of all opportunity to seek Your Excellency's instructions, as might best satisfy the President. If however, Your Excellency doubts my loyalty, and no longer has confidence in this obedient servant and desires to call someone else to assume my portfolio in my place, I shall be willing to tender my resignation and thus release the President of all embarrassment."

PRESIDENT'S REPLY

The President replied as follows on February 11:

"Your letter of the 9th disappointed me. It explains no doubt your motives for calling a meeting of the Cabinet, but fails to refer to the grounds that justify your exercise of the Presidential rights. You state that you were cut off from me during my illness and were in consequence obliged to call the meetings on state affairs of an urgent nature. I must consider, however, that since the Cabinet is unable to decide on definite measures without my knowledge and consent, it would not have been impossible to hold over such subjects, nor would have there been any loss in so doing.

"I am sorry to say that the present instance has only gone to confirm that with which I have recently been especially impressed. I noticed that during and ever since my sojourn at Paris you have been reluctant in approaching me for instructions. Upon my return from Paris, I was surprised to find that there were many instances in which I could not but conclude that you had made independent decisions on policies which were brought up to me for my consent, not for my judgment, hereby depriving me of all opportunity to act at my own discretion.

ACCEPTS RESIGNATION

"In view of all these facts I think I had better state frankly that I am willing to accept your kind proposal to rid me of embarrassment through your resignation. Certainly it is an embarrassment for me that you should be reluctant to turn to me for instructions and should feel yourself differing from me in opinion. And this trouble will be removed if you relieve yourself of your post and thus give me an opportunity to select a man who may be willing to go arm in arm with me. Personally I regret this decision very much, and would surely have decided otherwise were it not for my conviction that in a matter of such great importance as this, all personal feelings and considerations should be entirely disregarded."

Mr. Lansing replied to President Wilson on February 12 as follows:

"I have received your letter dated February 11, accepting my resignation, for which I thank you, as it shows an agreement between what I have been thinking and the desires of your Excellency, and that I have been released from responsibility.

"I hereby formally resign the post of Secretary of State and as to the date and address of the resignation I will await the instructions of your Excellency.

"In severing my official relations with your Excellency I wish to make the following statement:

ADVICE WASN'T WELCOME

"I knew that your Excellency has not welcomed my advice in regard to matters at the Peace Conference at Paris, duties abroad and general diplomatic questions since January, 1919. As far as my wishes are concerned I would have resigned as Secretary of State and peace delegate long ago. I felt constrained, however, since the resignations of these posts would not only cause a misunderstanding at home and abroad but might occasion a check to the important task in which your Excellency was engaged at the time. I thought it my duty not to cause an inconvenience to the work of Your Excellency through my resignation. In this I might have been mistaken, but such was my feeling.

"Even when I returned home in June, 1919, my determination as to the resignation was not altered. If I resigned at that time it would have given the impression to the public that my resignation was due to my objection to the ratification of the Peace Treaty, and so I had to defer my resignation out of obligation toward Your Excellency. In the meantime, Your Excellency was taken ill and I made up my mind to remain at my post until Your Excellency recovered. Lately however, I thought that time had arrived for tendering my resignation, and I had drawn it up ready for presentation. Since your Excellency has now expressed a readiness to accept my resignation I have no hesitation in carrying out my resolve.

CONVINCED HE WAS RIGHT

"As to the statement that I usurped the authority of your Excellency, I think a word of explanation is necessary. I am today, as at the time, firmly convinced that the interests of the country were better served by the calling of the informal Cabinet meetings, and my colleagues share my views of the matter. In the light of circumstances at that time the calling of Cabinet meetings was as reasonable as they were necessary.

"As to the statement that I have been arbitrary in the discharge of diplomatic affairs I think a frank explanation of the situation is necessary. It is true that in diplomatic matters requiring immediate attention I offered my advice to your Excellency and stated my reasons. This, I am persuaded to think, is the duty of Secretary of State, and is what I have been doing during the four years and a half of my tenure of office. I confess that I was disappointed when my advice was not acted upon by Your Excellency, but this would never have prevented me from disobeying your instructions even in cases where American diplomacy has been placed in great difficulty."

St. John's Notes

After a three week winter vacation, the university reopened last Monday. In spite of the early opening as the China New Year was not yet considered over, a fairly large number of students attended the roll-call. However, full reports of the registration cannot yet be made, although the university has about the normal number of students.

* * *

With the opening of the college, Dr. F. L. Hawks Pott, president of the university, gave the students the following motto for the term: "Trifles make perfection, but perfection is not a trifle."

* * *

Bishop F. R. Graves has returned from a short visit in America, where he attended the general convention of the Episcopal Church.

* * *

Under the auspices of the University Christian Association, a meeting was held to welcome the new students last Wednesday evening. The meeting was presided over by the chairman, Mr. Zung Ping-tsang. During the session, the regulations and useful information in regard to the various clubs and organisations of the college was given.

* * *

Prof. J. A. Ely of the mathmatics department who is on furlough in America, is expected to be here with Mrs. Ely during the week.

* * *

Practice in basketball is now in full swing. The squad had a good start last term and new material has been added to it this term.

OVERCOMING INFLUENZA.

How After-Effects are Dispelled.

The most serious difficulty that confronts all who fall victims of influenza is the problem of ridding their systems of the after-effects of the disease. Even in those cases where the attack is light, the after-effects are obstinate and severe. Normally bright and cheerful people become depressed and melancholy, their hair falls out, food causes distress and sleep is broken and unrestful. They develop "nerves," and sudden noises startle them.

The blood is the body's most dependable weapon in the fight against disease, and when the enemy is as violent as influenza the blood generally becomes spent and impure.

No time should be lost in strengthening the system, and at this time a reliable blood-builder, such as Dr. Williams' pink pills, is the best remedy for regaining health. Dr. Williams' pink pills contain the necessary elements that go towards increasing and enriching the blood supply, and while they are doing this the starved nerves are fed and toned up by the new blood. At the same time the tonic properties of these pills strengthen the stomach, and make digestion easy.

If you are suffering from the after-effects of influenza, or are in weak health owing to any other cause traceable to impure watery blood or disordered nerves, NOW is the time to begin Dr. Williams' pink pills for pale people. They are obtainable from druggists everywhere, or post free, one bottle for $1.50, six for $8, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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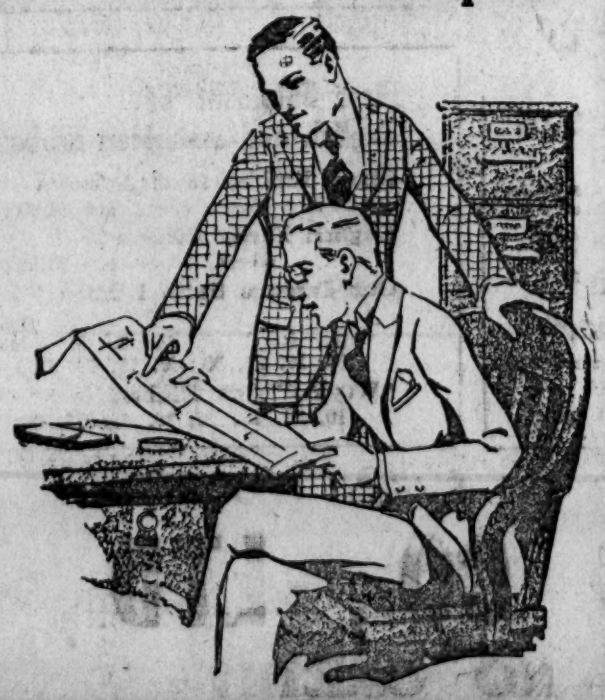

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To Conquer Russia By Kindness

(*Literary Digest*)

The hand that feeds Russia is liable to be bitten, in the opinion of smoke skeptical editors who doubt the wisdom of applying to our dealings with Lenin the apostolic injunction: "If thine enemy hunger, feed him." Yet the unexpected answer to the succession of Bolshevik victories is a decision of the Supreme Council in Paris to modify the existing blockade so as to get the necessaries of life to the people in the interior of Russia. It would seem, as one paragrapher remarks, as though the Allied statesmen thought the policy of "feed the brute" ought to work as well with a hostile nation as it is supposed to do with a balky husband. At any rate, the Council "has decided that it would permit the exchange of goods on the basis of reciprocity between the Russian people and Allied and neutral countries." For this purpose it was further decided, according to the announcement of the 16th, "to give facilities to the Russian co-operative organisations which are in direct touch throughout Russia so that they may arrange for the import into Russia of clothing, medicines, agricultural machinery, and the other necessaries of which the Russian people are in sore need, in exchange for grain, flax, etc., of which there is a surplus supply." It is explained that these arrangements "imply no change in the policies of the Allied governments toward the Soviet Government."

This final statement is said to have been added to please Clemenceau, who objected to lifting the blockade, and it is received with open skepticism by the press in London, Paris, and New York, where the decision is spoken of variously as "a change of policy" or "new policy." And it is a change for the worse, in the opinion of many. A writer in the Echo de Paris wonders how "we are going to do business with the subjects of Moscow without doing business with Moscow, since by military requisition they can take anything sent into Russia," and how one is "going to help increasing their prestige if one gives the Soviet leaders at the hour of their military triumph that which they have demanded for so long." In connection with these queries, it is interesting to note that a recent wireless message from Moscow began with the words: "The blockade ring has been broken by the victories of the 'Red' army." In England, the London Daily Chronicle points out the peril it sees in the new move:

"We are to send clothing and boots into Russia, but we take no guarantees that the Bolsheviki will not make the obvious use of them, namely, directly or indirectly, to improve the clothing of the armies which are to march in the coming season against Poland or Lettland, Armenia or Mesopotamia. The Allied Powers must really make up their minds whether they are to be at war with Soviet Russia or at peace. There is no safe or satisfactory middle way between these elementary alternatives."

In our own capital the Washington Post denounces the lifting of the blockade as "Surrender to Bolshevism." Lenin and Trotsky, it thinks, "would welcome other moves of this nature."

"If the Allies are willing to give food, perhaps they will also furnish arms and munitions to the Bolsheviki, with which to murder Poland and Rumania. Why not? It is as foolish to feed the Bolsheviki as it is to arm them."

Similarly calling it "Peace by Surrender" the New York Times takes a dig at Mr. Lloyd George, who, "having failed to kill the wolf, now offers him a juicy bone." It is a complete change of policy, in the opinion of this New York paper, and "must mean the early conclusion of formal peace." Otherwise, we read:

"We should have the continuation of a state of war in which one side supplies the other side with anything it may need. England could hardly remain in nominal alliance with Poland and Rumania and furnish the Bolsheviki with material to be used in the war against Poland and Rumania. It has been said that peace would bring a speedy change in Russia; that without a war to evoke some support from national feeling the Bolsheviki would soon be ousted by Russian moderates, or be compelled themselves to become so moderate as to be unrecognisable. War, it has been argued, only strengthens Bolshevism; peace must mean its downfall. It is somewhat surprising that this argument is presented most loudly by those who do not want to see the downfall of Bolshevism, who are the friends and apologists of Lenin's regime. Nevertheless, there is more hope of a collapse or metamorphosis of Bolshevism in a full state of peace than in a state of war where we send supplies to our enemies."

An anti-Bolshevik Russian who agrees with these skeptics is Mr V. N. Bashkiroff, the American representative of a Siberian company, who believes "it will be impossible for the Russian co-operative organisations to distribute what goods the Allies send to Soviet Russia among the peasants, for the Soviet Government will seize all the goods, or at least influence their distribution. The result will be that the Soviet Government will see that its army and its employes are supplied first." Another unfortunate affect of the lifting of the blockade, in the opinion of this Russian, "will be that the 'Reds' will be made stronger in the minds of the people in Soviet Russia, for the Soviet officials will explain to the people that the blockade was lifted by the Allies because the Allies now recognise the Soviet Government." The American-Russian Chamber of Commerce has also issued a statement saying that there can be no real restoration of production in Russia until after a change of government, and that the lack of money, credits, and transportation facilities will make it impossible for some time to resume trade with Russia to more than a negligible extent. "It is not only impossible," on account of the collapse of the railways, "to get out any large supplies, but the idea that food and clothing can be supplied adequate to make any impression on the suffering Russian population is an iridescent dream."

Yet as we glance at editorial opinion throughout our own country we find approval of the new Russian policy apparently predominant. The Newark News calls it "the most sensible and hopeful move that has been made in dealing with the Russian muddle." Until now, it says, "Lenin and Trotsky had been living in a favorable artificial atmosphere with outside forces propping them up and helping them to retain their power." But now "Russia will have to stand the test of international competition," and will "trade in the markets of the world where its currency will be subject to the laws of exchange and its industrial communism will have to compete against the industrial individualism of other peoples." This optimistic daily even believes that "the alarm over Soviet expansion in the Caucasus and into Transcaspia and Turkestan concerns a situation which may perhaps be composed by fair dealing and moderation," and it sees in the new phase of the Russian situation "promise of the beginning of peace in Eastern Europe." If any armies from Western nations are to enter Russia, it is extremely important, the Buffalo Express thinks, "that the Russian people should look upon them as friends and deliverers, and not as alien conquerors. The opening of trade through the medium of the co-operative association will naturally tend to promote that idea, and even if war is to occur in the spring it might have results on the Russian morale that would outweigh any military disadvantages." The Philadelphia Press approves of the "about-face in Russia," which "gives the Russians a chance to work out their own salvation, a thing they were unable to do under the double handicap of the blockade and the military 'saviors' the Allies forced on them." "A ray of sanity," the Pittsburg Leader calls it. In the South, the Chattanooga News indorses the logic of the Lloyd George reasoning. "The blockade has infuriated Russia. It has enabled the radical elements to secure the support of conservatives who otherwise would have taken up arms against the Soviet system." The Tennessee daily is confident that "resumption of trade with Russia will encourage the anti-radical elements in that country and may lead to their representation in the Government, so that finally we shall be in a position to recognise the Government of Russia." "When we resume trade our ideas have a chance to be planted and to propagate," it is noted, and besides, "Lenin can no longer rally all Russians against us, because we are seeking, as he says, to starve the women and babies of his country." Another powerful argument is found by the Boston Globe in its belief that continuance of the blockade against the Soviet state "involves the peril of throwing Germany into the arms of Russia," that is to say:

"If the blockade of Russia were to continue, Russia and Germany would find themselves being forced inevitably together, with Russia needing Germany's managerial brains and Germany needing Russia's natural resources. And such an alliance would be fraught with disquieting prospects for Europe.

"In truth, Germany's need of Russia's natural resources and food-products is a small-scale blue-print of what ails the whole of Western Europe today. Western Europe's desperate need of money and food is only the result of its being artificially shut off from that vast and almost virgin territory of Russian resources and markets. It may be true that the United States will have to finance the bulk of the rehabilitation of Western European industry; but before business can get back to normal, the western and eastern halves of Europe will have to be reopened to each other somehow. As a matter of economic structure they can not keep house without each other."

For once we find radical and labor newspapers in close agreement with financial journals on a matter of foreign policy. For instance, a Labor weekly, The Cleveland Citizen, likes the change of policy toward Russia, since it believes "war and blockading and other repressive measures are not only not stamping out Bolshevism, but spreading the idea throughout the world." The new policy and money for subsidising criminals to create revolution."

The most hopeful feature of the new policy of trade with Russia is the dependence upon the co-operative societies, in the opinion of a number of our newspapers. Without these societies, as the Brooklyn Eagle remarks, "it would be impossible to resume trade with the Russian people while refusing full recognition to the Bolsheviki." Elaborate plans have been worked out for dealing with these societies, say the Paris correspondents, and an Associated Press despatch contains a long statement by President Alexander M. Berkenheim, of the Foreign Board of the Russian Cooperative Union, which tells just how the new trade plan is to be carried out. To quote in part:

"It must be understood the agreement has no political character whatsoever. It is merely an economic, financial, and humanitarian arrangement. Russian co-operative unions, organized fifty years ago, now number five hundred branches and have fifty thousand local societies, with twenty-five million members. These societies operate throughout Russia, whether under Bolshevik rule or controlled by other governments. It is a sort of Russian economic Red Cross. . . .

"The plan is very simple. We have in Russia great stocks of wheat, cereals, cattle, and flax, which, owing to the complete suppression of exportation during the last few years and the record crop of 1919, are now larger than Russia ever disposed of previous to the war. This is especially true in the interior of Russia, where consumption has also diminished. . . .

"We require in return farming and agricultural implements, cloth, shoes, locomotives, motors, automobiles, and medical supplies. Ship-tonnage must be furnished by the Allies, as Russia's shipping has completely disappeared. We must import first in order to export. Ships may enter Black, Baltic, and White Sea ports loaded with goods needed by Russia, and may return with our exports. . . .

"Imports will come to Russia consigned to us. They will be distributed to our stores throughout the country, and we will purchase grain and cereals from peasants, paying them in rubles at a fixed rate. We will also give them scrip entitling them to purchase from our stores imported goods for the identical amount of rubles we paid them when they were selling their own stocks. All dealings must be done through our co-operative societies. . . .

"We do not wish to enter into politics, but feel sure our headquarters in Moscow can reach a satisfactory agreement with the Soviet authorities for an impartial distribution."

Maxim Litvinoff, the envoy of the Moscow Government who has been conferring with British representatives at Copenhagen, hints that it may not be so easy for the Allies to trade with Russia in the way they intend, saying:

"The Russian Government may or not find it convenient to do foreign business through co-operative societies which are now working in full harmony with other Soviet institutions. But, naturally, it would resent having its choice of agencies dictated to it from without."

While this economic plan is being worked out, political policies are also being overhauled. Negotiations have been going on between representatives of the Baltic states for a defensive alliance against Soviet Russia, and a commission has been appointed to draw up a definite plan. A Paris correspondent of the London Daily News, quoted in a New York World despatch, writes that the new Allied policy toward Russia will include recognition and perhaps defense "of what are usually termed the border states of Russia, including not only the western belt, but the three or four republics which the Allies have either recognised or proposed to recognise in the Caucasus."

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Today's Church Services

Holy Trinity Cathedral.—Third Sunday in Lent. 8 a.m., Holy Communion. 10:30 a.m., Mattins; Confirmation and Holy Communion; Psalm 119, v. 73-80; Lesson. Heb. X. 19 to end; Hymns 540, 280, 211, 322, 208; Preacher, The Bishop. 3 p.m., Children's Service. 6 p.m., Lecture and Shortened Evensong; Lessons, Ecclus XVII. 1-26; Hymns 156, 274, 193. Lecturer, The Dean.

St. Andrew's Church, Broadway. 10:30 a.m., Mattins, Sermon and Holy Communion; Preacher, Rev. C. E. Spencer, B.A. 6 p.m., Evensong and Sermon; Preacher, Rev. W. Robbins, M.A.

Union Church.—11 a.m., Preacher, Rev. F. Cartwright, B.D.; Chant 36; Jubilate (Garrett in F); Hymns 509, 301, 7. 12 noon, Holy Communion. 6 p.m., Preacher, Rev. A. E. Claxton; Chant 53; Anthem "O Lord my God" (Wesley); Hymns 535, 368, 550.

Shanghai Free Christian Church (Corner of Range and Chapoo Roads).—On Sunday next the services in the above will be conducted as follows: Morning 11 a.m. by Rev. W. H .Hockman. Evening 6 p.m. by Rev. F. A. Keller.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. G. F. Mosher, Bishop of the Philippine Islands.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass. Sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7:30 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Man." Sunday School 10 o'clock. Testimonial Meeting Wednesday Evening 6 o'clock Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Four Old Gentlemen And The Russian Problem

By JEROME K. JEROME
(Famous British Author)

THE hopelessness and the misery amid which the vast mass of the people pass through life to death is due to man's fatal habit of minding his own business and refusing to concern himself with other men's affairs.

It is estimated that some two to three million Russians are to starve to death this Winter as the result of the British blockade, which, in spite of Mr. Lloyd George, is still going on. Another two or three millions of Austrians, Hungarians and Germans are also doomed. The policy of the Big Four demands it.

Four old gentlemen, met together to order the affairs of the world, have decreed—possibly with a sigh of regret—that some five to six million common people shall suffer the slow agonies of death by starvation.

The rest of us outside the legion of the condemned continue our contented feeding, lift vaguely troubled ears toward the moans that come to us from further off across the field. A fellow-creature is in pain, is dying. What affair is it of ours? We have our own business to attend to. We eat, and drink, and laugh at the antics of Charlie Chaplin's feet. The moaning dies away.

Why does not the whole of Europe, the whole of Asia and America, rise up, demand that the crime shall not be done?

The majority of men and women are decent, kindly folk. If they saw a starving child in the street, they would shed tears, do something to help. If someone wrote a book depicting the tragedy of one starving family, it would be read with horror.

The man's daily frenzied fight for food, the searching of the gutters, the creeping through the dark, with hungry, wolf-like eyes! If only he could steal or catch and kill a dog or a rat to hold the creeping death at bay a few days longer!

The woman telling foolish tales to still her children's sobs! The little creatures not understanding, thinking only that father and mother are cruel!

Not in one home, but in a million homes in Europe this agony of slow starvation is being undergone. The Big Four have decreed it.

To the sick and dying in Russian homes and hospitals they have forbidden medicine, forbidden surgical instruments and appliances. British sailors have had to watch day and night lest the sick and dying on their beds in Russia should obtain a moment's ease, a moment's forgetfulness of their pain. Our Government has decreed it.

"Why does not England rise up as one man and insist that this foul crime shall not be allowed to blacken to the end of time the annals of our history?

It would be "unconstitutional," the British Constitution ordaining that the honor and the future welfare of the whole British nation shall be on the lap of any titled tin god who by trickery and lies may have obtained a temporary majority within its Parliament.

So 90 percent of the people feed and sleep—"mind their own business." What is it to them that fellow-creatures are being foully done to death the other side of the hedge? Are they their brother's keeper?

What right had the sons of French peasants, of French working men, at the bidding of Louis XIV., to burn the farms of German peasants, to murder in cold blood the wives and children of German working men, their fellow-laborers, their neighbors—and thus sow the seeds of this present war? Their business was to obey orders, to kill and burn as they were told, and to take their pay. The business of the rest of the French nation was to attend to their shops, to till their fields; not to interfere with high politics.

The burning farms of the Palatinate, the women and children with their throats cut lying in the ditches—that was Germany's affair

For that wrong unborn generations of Frenchmen have been made to pay. For the wrong that is being done in Europe our unborn children will be called upon to suffer.

The evil seeds being sown in Europe today are going to bear fruit. They are going to poison the world for all men and women. When our children ask us, "What did you do to stay the evil, to protest against the sin?" it will be no answer to say, "Oh, I minded my own business. I left it to the Big Four. Blame them."

Racial Grouping

When America was called upon to enter the war astonishment was expressed by many patriotic citizens at the existence of the racial groups among our heterogeneous population. It was discovered that residence in this country had not made Americans out of the many who had come here from abroad, and even among their descendants loyalty was divided and allegiance to a foreign power took precedence over fealty to the home land. The outcry that went up against the hyphen was general, and in the wave of patriotic fervor that followed many plans for the complete Americanisation of all were set under way. Some of these persist. But the racial group also persists, fed on sentiment and thriving on agitation. This is wrong. Americans should feel that their devotion cannot be divided. If they cannot leave domestic problems for foreign governments to be settled by them, they have missed the great purpose of true Americanism.

With all due regard to the doctrine of "self-determination," which contains the germ of much mischief, the mission of this country is first of all to secure the liberties and happiness of its own people. We have enough serious problems of our own to settle without taking on the bickerings and hereditary feuds of Europe. Self-determination, if it means anything, means that a people is to decide for itself, without outside interference.—*Omaha Bee.*

Do You Want To Live Long? This Savant Tells You How

DO you want to live ten or twenty additional years? Of course you do! There is not one of us, in spite of all pains and sorrows, who would not snatch eagerly at every second of palpitating life the gods are generous enough to bestow! Follow the mandates of Dr. George S. Meylan, professor of physical education and medical director of the gymnasium at Columbia University, who has conducted an exhaustive research in the relationship of hygiene and worry to longevity.

Omit no link of the chain of daily behavior he propounds and you shall drink of the fountain of life for many a moon longer than your present mode of living destines you for. He says:

"With the knowledge we have today we could add ten or twenty years to the life of every individual if we had the courage to act upon that knowledge by continually swimming against the tide, constantly exerting every ounce of our will power and persistently battling with our appetites and desires."

Dr. Meylan feels convinced that the evidence of all the long-lived individuals from Thomas Parr, who lived to be one hundred and fifty-two, through the reigns of ten English rulers, down to Charles W. Eliot, of Harvard College, eighty-five, and in perfect health proves conclusively that the "open sesame" to a long and active life is moderation in all things and the banishment of Dame Care.

"The striking thing about every man I meet who is an exception in health, vitality and long life is that each mentions moderation as the reason for his long and active life. Charles W. Eliot is eighty-five, and his long, active, working life still continues without the slightest bit of slowing up. He still works as hard as ever, but also still takes his early morning exercise. I remember Dr. Eliot many years ago. In rain or shine, sleet or snow, the bitterest cold, each morning found him cycling, horse-back riding or walking. And Dr. Eliot is as hard a walker as ever."

Exercise, however, is only one of the links in Dr. Meylan's chain. His friend, Dr. Eliot, was always sure to get as much sleep every night as his system demanded; enough and yet not too much to eat, and, above all, to refrain from eating between meals; to get enough and proper recreation, and to bathe and dress properly.

In other words, Dr. Eliot was careful to forge each link carefully. The result is a man of eighty-five, who stands splendidly erect—much more erect than some young girls we know who have cultivated the "debutante slouch." He is a man who has the spring of youth in his step. He attends committee and business meetings of all kinds, makes lucid and clever addresses and is as active in hard work as he was at twenty-five.

A WORTH-WHILE GOAL

Certainly that is a goal worth working for, worth sacrificing the path of least resistance for, worth swimming against the tide for.

There were and are other young "old men." There are Abraham Jacobi, John Burroughs, Lyman Abbott.

"I couldn't give a better example than Clemenceau. There's a man of seventy-nine who is undoubtedly good for a great deal more hard work. Do not think, when I say moderation in all things, that I mean moderation in work. There is no such thing as overwork.

"When people claim they are overworked they usually are worried. They have a greater responsibility than they have the courage to handle. They meet this obstacle to overcome and that obstacle to overcome. If they have a great deal of courage and will power they win out and are happy and contented, and never complain of overwork. But if they haven't got the will to overcome these obstacles they lose and start to worry because they have lost. Then they talk of overwork.

"After you have subtracted time for exercise and recreation (sometimes you can combine these two) for sleep and meals, work all the rest of the time, if you want to, and you will not be overworking.

CLEMENCEAU AN EXAMPLE

"Clemenceau never worried; that's why he has done as much as he has. I feel confident in saying this about him, since my father-in-law knew him very intimately when he lived in America some years ago, and taught in Stamford, Conn. He has an iron will, tenacity of purpose and courage.

"Of course he undoubtedly inherited these characteristics and therefore has the advantage of many of us, but these qualities would not have meant nearly as much to him, had he not developed them by practice to such wonderful proportions —to a degree never before attained by any man.

"Worry is of course a matter of temperament and character. There are some people intelligent enough to understand the uselessness and the evil of continual worrying, but who, in spite of that, continue to worry as much as ever. There is almost a hopeless case.

"A possible cure for that form of worry, and for other forms as well, is to become so absorbed in some one thing as to have no time for worry. Look around you and find something to do that will absorb your interest completely, and there is every likelihood that you will become much too interested to worry.

BANISH ALL WORRIES

"Get at the cause for worry and remove it—that is another possible cure. For instance love affairs are a frequent cause for worry. There is the unrequited love that causes many a sleepless night, and there is the rival who stands a pretty fair chance of winning out with the girl you love.

"Broken—or breaking—hearts are really nothing more or less than worry-worn brains. People usually get over such things; girls, I believe, less frequently than boys. If love is worrying you, either marry the object of your affections or leave town—either is an effective cure.

"Banishing worry is one element that contributes greatly to long life. As for the rest, it is simply a question of controlling one's appetites and desires. That, of course, is hard. The greatest weakness of human nature is self-indulgence, drifting along the path of least resistance—with ill health at the end of the road.

"Good health is, of course, the first prerequisite to a long and useful life. Longevity is bought at a high price of constant exercise of will power and self-control. There are many persons who have not that will power and self-control. In these cases we cannot go against nature by any amount of teaching."

LINKS OF LONGEVITY

Dr. Meylan took each link of his chain of daily behavior and discussed it link by link. There was first the link of sleep and rest. This is of great importance. It is during the hours of sleep that the body and brain recuperate from the day's strain and prepare themselves for the labors of the next nine to five o'clock working day.

"Plenty of sleep. That is an important mandate which varies with different individuals. We should find out early in life under what conditions we are healthier, happier and more efficient.

"Does my body require more than the average eight hours of sleep? Are six or seven hours plenty for me? Am I an exceptional person and can I get along nicely on four hours of sleep? Or perhaps I really require ten.

"Such are the questions we must ask ourselves. Most people need eight hours of sleep every night. If they have less they feel tired and worn the next day. If they sleep more they are ready to go through a second eight hours.

"In my work at the University I come into contact with many boys who are wrecks nervously and physically. I have to get at the facts, and I cross-question them. Very often I find that they only have had about four or five hours of sleep every night. They defend it in some such manner as this: 'Napoleon slept only four hours a night,' or 'Edison does not sleep more than four hours a night.'

SLEEP A REAL NECESSITY

"But I should like to remind people who argue in that way of one or two possible points of difference between Napoleon and themselves, and Edison and themselves. Napoleon, as the world agrees, was a military genius. Who knows but perhaps he was unusual in the matter of sleep, also. In any case, Napoleon died in middle age.

"Four hours of sleep would hardly seem to point to longevity for Napoleon. The same thing can be said of Edison, with the one exception that Mr. Edison is now seventy years old.

"Another link in the chain to be carefully planned and forged is recreation. This, too, has a personal equation. Mr. Jones is a manual worker, Mr. Smith is a mental worker. The form of recreation for Mr. Jones and Mr. Smith is not by any means alike.

"Mr. Jones should go to the theater, to a concert, read a book, play chess or attend a lecture. But these are not all the things that are really recreational for Mr. Smith. Mr. Smith uses his brains all day, chess as a regular recreation would soon make him an applicant to an insane asylum. He must do something that will take his mind completely off the thing he usually does.

"If he uses his brain all day, nothing would make him more fit than a game of handball. His recreation must be composed largely of sports, both indoor and outdoor. If Mr. Smith likes sports, so much the better. He can combine his hour of recreation and hour of exercise with good results.

EXERCISE JUDICIOUSLY

"There are eighty professors at Columbia who come to the gymnasium regularly for an hour of handball. The enjoy it. It does them infinite good. Their minds are taken completely from the subjects they teach.

"Everybody should get at least one hour of exercise and one hour of recreation every day. But there is no reason why the two should not be combined. The rule of the manual worker getting mental recreation and the mental worker getting manual recreation, has exceptions like everything else. I know there are some men who work hard physically every day and find nothing more restful than a boxing bout at a Y. M. C. A. gymnasium. But as a rule the man who works with his hands during the day would find the theater or the concert hall the best recreation.

"As for the link of exercise, little need be said. We all know—or should know—the importance of physical exercise, of horseback riding, of bicycling, of a game of ball, of a swim—yes, and of dancing. The body that gets little exercise becomes flabby and fat.

FOOD MODERATION URGED

"We have the concrete evidence of the insurance companies that excess fat means an early death. There is no doubt about overweight making one liable to dying young. There is not one insurance company that does not refuse to insure people who weigh forty or fifty pounds more than they should for their height and age, or insists upon a weighted policy agreeing to pay only a portion of the premium the corpulent person's death, that portion increasing the longer the person has lived.

"Food is another and very important link. It might be a good thing for American mothers to know that their children eat at least five times more between meals than do the children of European countries. The habit of eating between meals is positively vicious. It results in the children eating too much if they eat normally at meal time, or it ruins their appetite for the plain, wholesome food they cannot eat at meal time. In this way they get entirely too much sugar and not enough of the other types of nourishment.

"The French people have far better digestion than we have. They eat only two meals a day—one at noon and the other in the evening. And, what is of great importance, they spend two hours at each meal.

AMERICANS EAT TOO FAST

"The American rushes through his meals. He eats with his eye on the clock. It is far better for a man to go without lunch, or perhaps drink a glass of milk, than eat a solid meal in ten minutes. This business of rushing one's meals coupled with the bad habit of eating between meals, has ruined our digestion. And we must remember that a good digestion is a big factor in long life.

"Yes! To live long we must hold ourselves in leash. We must not eat when and what and as much as we want to. We must not sleep as little as it pleases us to, we must not drink as much as we care, nor smoke holes into our lungs.

"We must not, if we are women, dress scantily in zero weather—in low shoes and transparent stockings, in low-cut blouses and thin suits. Of course, it is not easy to control one's appetites and desires, but if one has an aye to a long and useful life one must do these things."

A Little Mixed

(Harvey's Weekly)

Dr. Felix Adler, in a report of the New York State Reconstruction Commission, puts forth a number of venerable objections to that form of preparedness for wars of national defense which universal compulsory military training of our American youth would provide. Because boyhood is a particularly impressionable age, he objects to weapons of war being put into the hands of those who are being taught to meet the event of war—an event which our own short history would hardly justify us in regarding as among the entirely negligible possibilities. Dr. Adler says:

"You place in the boy's hands a rifle, a bayonet or other death-dealing instruments and you tell him that it is necessary for him to perfect himself in their use. Since their real use is for war, you are then indirectly teaching the boy that war is something necessary and glorious. Since the dealing of death is the purpose for which these instruments of war were created, you are teaching the boy to kill and to kill with technique and skill."

The Doctor is a trifle mixed. War in itself is not "glorious"; but sacrifice and heroism are. As for the assertion that because the purpose of the instruments of war is death, and because the purpose of war is death, training a boy in the use of war's lethal weapons is "teaching him to kill with skill and technique," it may be remarked that this is really an argument in favor of that universal military training to which Dr. Adler objects. In any war there is bound to be killing, unhappily, and in modern warfare the killing involves skill and technique. It hardly seems necessary to suggest that it is preferable that our American youth be so prepared that they may be able to do at least their share of the killing, and not be made the helpless victims of the deadly expertness of an enemy who may not have been fatuous enough to ignore all past experience and spurn all warnings concerning the vital necessity of war preparedness.

Dr. Adler wishes to avoid war. So does everybody else, in this country probably more than in any other in the world. But does anybody seriously believe that we would not be in less danger of war were we obviously so strong and so well prepared for it that even the most aggressive nation would hesitate before attacking us? Does anybody believe that we would be immune from war were we so obviously weak and unprepared in a military way that we would be helpless to defend our vast wealth?

We had hoped that this particular brand of wisdom had died the death, and would be heard no more. But there have lately been certain disquieting signs that it is being galvanised into life once more. One of these symptoms was the omission of provisions for enforced military training from the House Army Reorganisation Bill, under pretexts more specious than convincing. To be sure, the Senate provisions remedy this grave defect. And back of both House and Senate, as we fully believe, there is a massed American public opinion which never again will permit the country to be compelled to meat a war emergency as helplessly as we were compelled to meet the last one.

Vanderlust

Beyond the East the sunrise, beyond the West the sea,
And East and West the wanderlust that will not let me be;
It works in me like madness, dear, to bid me say goodby!
For the seas call and the stars call, and oh, the call of the sky!
I know not where the white road runs, nor what the blue hills are,
But man can have the sun for friend, and for his guide a star;
And there's no end of voyaging when once the voice is heard,
For the river calls and the road calls, and oh, the call of a bird!
Yonder the long horizon lies, and there by night and day
The old ships draw to home again, the young ships sail away;
And come I may, but go I must, and if men ask you why,
You may put the blame on the stars and the sun and the white road and the sky!

—*Gerald Gould (1885-1916).*
Omaha Bee.

Topics In Brief

There is a showing of teeth over the Treaty, but not all wisdom teeth.—*Memphis Commercial Appeal.*

New Jersey, Connecticut, and Rhode Island should secede and form the Wet Confederacy.—*Chicago Post.*

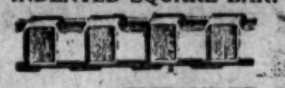
The proposed air-line to Cuba may be all right, but a pipe-line would meet a more urgent demand.—*Columbia Record.*

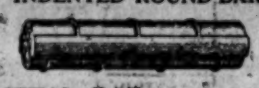
Rhode Island's move looks like an attempt to have the Constitution declared unconstitutional.—*Greenville (S. C.) Piedmont.*

Sometimes as long as two weeks pass without the resignation of a Cabinet Secretary.—*Boston Shoe and Leather Reporter.*

Yes, 1920 rimes with plenty, but some plungers will discover that twenty-one rimes with dun.—*Clinton (Ind.) Daily Clintonian.*

INDENTED SQUARE BAR. INDENTED ROUND BAR.





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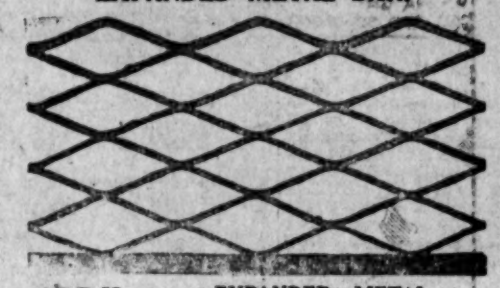

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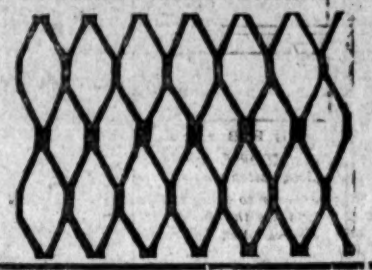

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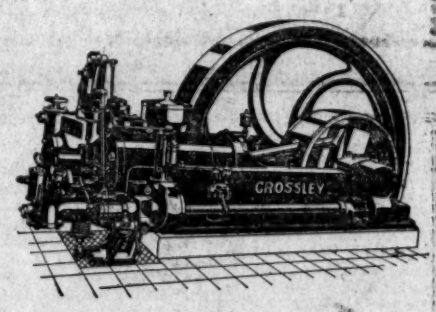

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US BOYS — Shrimp Looks Too Far — By McNamara

EVERYTHIN' GOES WRONG. I WANNA GET SKINNY SHANERS SORT AND SOMETHIN' HAPPENS
I WANNA START EMILY MORTON ON THE WAR PATH, AND SOMETHIN' HAPPENS.—I MUST BE JINXED!
OOH, A POCKET BOOK!
OOH!
GOSH, A WHOLE DOLLAR BILL, GOSH!
DARN IT AND HERE'S THE NAME AND ADDRESS OF THE GINK THAT OWNS IT—GOSH BUT I'M OUTA LUCK. NOW I GOTTA RETURN IT!

Musical Matters

By R. B. Hurry, Mus. B.

Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

(The principle of groups contained in this article, is illustrated by the complete change of program since it was written. For the group Rimsky-Korsakov, Glazounov, Borodin, Debussy, is substituted Massenet, Saint-Saens, Smetana, Liszt)

Orchestral music, with its wealth of variety, its different worlds of thought, even its opposed ideals cannot properly be presented to the concert-going public merely by following a rule of sameness in a given program, or by presenting violent contrasts. The works must have some affinity, and yet be varied.

The weekly concerts of the Town Band are admirable examples of a grasp of the underlying nature of musical expression.

A sane and whole view of a given class or allied classes of music is given in each single program. This makes for intelligent views of each on the part of hearers. The one today gives French and Russian tendencies in "program-music" allied with excerpts of impressionist opera.

Something more than the fitness of things is served in the selection of such groups. No art can be fairly represented by an exhibition merely of sameness. So on the other hand a search for striking contrasts disturbs the true perspective in which a work must be viewed. Sameness must be varied, and glaring contrasts toned down.

For instance a mixture of the music of Brahms and Liszt could only serve as an object lesson to the initiated in the width of cleavage between contemporary artistic creeds. It is very well to say that the underlying principle in art is one; but when the difference between one composer and another is a difference precisely as to the fundamentals of such a supposed unity, the phrase is merely a hindrance.

For Brahms, (together with Joachim and others) was one of the signatories of a manifesto protesting to the world abhorrence of the tendencies of the whole school represented by Liszt. Nothing ever happened since to bridge the gulf of earnest opposition and sincere disapproval between the two camps. The early mutual dislike of Liszt and Wagner was purely personal, and all the world knows ended in collaboration and assistance. That is quite different to the purely conscientious disparity of aim in the case of the "absolute" versus the "program" schools.

At today's concert, the works have a common tendency that would make a performance of any one of them in a program containing Beethoven, Mozart or Brahms an error of artistic judgment. They are well presented in their relation to each other and to those tendencies. A glance at the program shows why it would inevitably be more popular than one containing purely "absolute" music. For the majority of people are more interested in ideas, sensations, stories or pictures external to music than in ideas peculiar to music as a distinct language of beauty.

If you are unmusical to the extent of being unable to follow anything in the nature of intricate development, anything more than the plainest tune of a primitive cast, you can fall back on some of the "program" composers and feel in the swim with all that is newest and most emancipated in the art. There is a danger to the art and to composers in this, of course. You are given a title, a suggestion of local color, a hint of some association exterior to music, and you fill this in with your own imagination.

Concentration on musical themes is less insisted upon, if at all. The extreme instance of this provision for a slackened effort on the part of the jaded hearer is, of course, the opera, where there is a maximum of external helps, in story, scenery and action to float you through a sea of music which might be otherwise incomprehensible, and which may contain indeed a minimum of intrinsic worth.

People get to look for these exterior suggestions in music where none are to be found, and the *habitue* becomes estranged from the master-works of purely musical thought, because they do not lend themselves to "interpretations."

Debussy's "L'apres midi" abounds in delicate half-tints of very suggestive beauty. Borodin's "Steppes of Central Asia" paints a life-like scene of desolation (if that is not a contradiction!). Scriabin was one who sought to tack on colors and scents to sounds, to aid in his association of ideas. In the cases of the more purist and classically inclined Glazounov, and Rimsky-Korsakov, their pieces have the "clues" of Spanish local color, and the high mysteries of the Church. The public for this modern music is of course wider than that enjoyed by any earlier forms, except the opera. Upon composers the effect of popularity has been to induce some men capable of first-class work to descend to trivialities. The splendid "Death and Transfiguration" of Strauss has been followed by banalities of cow-bells, wind machines and representations of the bawling of babies.

The employment of a maximum of means to overwhelm the senses, the appeal to the merely sensitory and sensuous, is catering for an appetite which must in its very nature be insatiable.

Debussy's appeal to the senses is at the opposite pole, it differs only from the realist as a gourmet differs from a glutton, in spite of all the talk of his "spirituality."

Mr. Paci presents the moderns in their proper setting, not as rivals to the masters of Classical music (horrid word), but as separate tendencies.

The moderns do not displace the essentials of musical construction and thought; they only supply a distraction from them. Form, construction, development, melodic and rhythmic proportion must remain, in spite of appeals to the auditory nerves and to surface emotion. Music is as progressive as the sciences. To write a movement in coherent form requires a knowledge of what Beethoven did in his sonatas and symphonies, as surely as a treatise on biology requires a knowledge of what Darwin did.

We are fortunate in having various schools of art so well represented week by week, so that comparisons where no comparison is possible are avoided and catholicity of taste encouraged.

A conductor is much better employed leading the public than in being guided by it. This was expressed once for all by Theodore Thomas in answer to a member of his orchestra who said the audiences did not like Wagner: "Well, we must go on playing Wagner until they do."

Unpaid Literary Debts Of John H. Watson, M. D.

(New York Sun)

Few figures in modern literature so stir our sympathy—stir it even to the point where it becomes akin to admiration—as does the biographer of Sherlock Holmes. No Job outdid him in patience, no Boswell ever suffered more at the hands of his hero. Think of going through life wondering open mouthed at the intellectual feats of the great detective, to have your "Marvellous, Holmes!" met with an invariable and impatient retort of "Elementary, my dear Watson," or to have your excellent and, as you thought, helpful suggestion that the murderer must have been a large man to have carried the body a quarter of a mile on his back answered with "Exactly, my dear Watson. Your reflection, though profound, had already crossed my mind."

Think too of what the good Dr. Watson has suffered at the hands of a hero who always picked out the worst of weather to thrust a revolver into his hand and drag him out into the open country to crouch shivering behind a hedge for uncounted hours. We admire Dr. Watson, but we do not envy him; and yet we are forced to say that Dr. John H. Watson has not done his duty—at least not all of it. He has killed Sherlock Holmes once and brought him to life again; he has led him out to make "His Last Bow." But there are still stories that the good doctor knows and hasn't told stories which he himself admits that he knows.

Could we make our own selection from the long list included in the published biographies of the distinguished detective we should be much puzzled, but probably our first demand would be for the full story of the "arrest of Wilson, the notorious canary trainer, which removed a plague spot from the East End of London." Another good story is hinted at by Dr. Watson in the same chapter of the Holmes biography when he refers in a way most irritating in its casualness to Holmes's "famous investigation of the sudden death of Cardinal Tosca—an inquiry which was carried out by the express desire of his Holiness the Pope." Appealing, that, but somehow we prefer the notorious canary trainer. Those are but hints from one story, "The Adventure of Black Peter." For a real manifest of richness recall a paragraph from "The Adventure of the Golden Pince-Nez" in the same volume, "The Return of Sherlock Holmes." Dr. Watson refers calmly to "the three manuscript volumes which contain our work for the year 1894," and then goes on:

"I see my notes upon the repulsive story of the red leech and the terrible death of Crosby the banker. Here also I find an account of the Addleton tragedy and the singular contents of the ancient British barrow. The famous Smith-Mortimer succession case comes within this period; so does the tracking and arrest of Huret, the boulevard assassin—an exploit which won for Holmes an autograph letter of thanks from the President of France and the order of the Legion of Honor."

There's an excellent start for a new volume, and on reflection it might be that the repulsive story of the red leech is to be preferred to the report of the arrest of the notorious canary trainer.

Away back in the early days of Dr. Watson's struggles to immoratlise his hero he confessed to a supply of material which should never be allowed to remain hidden. Consider these cases from "The Adventures of Sherlock Holmes:" The Adventure of the Paradol Chamber; the Amateur Mendicant Society, which kept up a luxurious club in a lower vault of a furniture warehouse; the Loss of the British Bark Sophy Anderson; the Singular Adventures of the Grice Pattersons in the Island of Uffa; the Camberwell Poisoning Case. In the last named case "Sherlock Holmes by winding the dead man's watch proved he'd gone to bed two hours before." We ought to know more about that, and we feel a right to further knowledge of "how the dreadful business of the Abernethy family was first brought to my notice by the depth to which the parsley had sunk into the butter upon a hot day."

How many of Commissioner Enright's men would not benefit by instructions in what to deduce from winding the dead man's watch and the necessity of observing the penetration of parsley into butter? There is more than mere amusement in this. Has Dr. Watson the right to conceal from the public "the singular affair of the Aluminum Crutch" or to fail to give us "a full account of Ricoletti of the clubfoot and his abominable wife?"

It is possible that on the ground of irreparable wroing to the public some remedy might be found in an application to a court of equity —something like a mandamus coupled with a subpoena duces tecum that should make Dr. Watson do his duty.

Today

Ideas Are Dangerous.
Beware Of Fanaticism.
What Next From Lenin?
No Cause To Worry.

By ARTHUR BRISBANE

There is force in the enthusiasm of revolution.

Trotsky was an obscure worker of New York's East Side, but thinking.

Lenin was a Russian revolutionist, Slav and Mongol mixed. The Tsar had executed his older brother.

Lenin was hunted for years, but all the while he was hunting the Tsar.

He got him. And now he has compelled the Allies to admit they cannot beat him and might as well trade with him.

As to this grand country, its treatment of the Russian question was worthy the high intelligence of some Bassuto chief. First we said to Russian revolution, "Nice doggie, have a bone;" we offered cash to the revolutionists and sent a delegation to tell Russia how delighted we were to see autocracy knocked down. The head of the delegation was Elihu Root, corporation lawyer, known in Russia for his efforts to help the Tsar get revolutionists caught in this country. Mr. Root did not do much, did not even get back the cash that shortsighted American bankers had lent the Tsar.

Then America said to Russia, "If nice doggie will not have a bone and shake hands with Mr. Root, then naughty doggie shall be shot."

Our soldiers were sent over and, without consent of Congress, war was made on the Russian Government with which the Allies are now dealing. But the Russian revolutionary doggie would not take the bone and gave as good as was sent and better, when the shooting began, so that phase of it is over.

The next phase will be enlightening. Russia is rich, Russia can supply the Allies with raw materials and, as Lloyd George says, make it unnecessary to buy everything from America.

Russian opportunity will add to the wealth of individuals and corporations in this country. Corporations that sell over there will see their stocks climb, great banks will forget about a few hundred million of repudiated Russian bonds when Russian trade begins to mean billions. Then how soon will high finance begin to discover in Lenin statesmanship and Napoleonic power in place of horrid barbarism?

But the "but" is there. Suppose Lenin says, "All right, we'll trade, but we'll go right on with our little international world program. The excursion to India is still on, also other excursions, to spread the truth that belongs only to us."

What then?

Could a nation nearly ninety percent illiterate overrun the world? It could, indeed. Mohammed's followers were not bothered with learning.

Could an idea, like a disease, spread over the world, creeping irresistibly? It could, and has done it. Christianity crept from the mind of the Roman slave and the darkness of the catacombs to the splendor of the Imperial throne.

No real force exists except that of an idea, a thing, by the way, which cannot be frightened, cannot be deported, locked up or hanged, a power that can be conquered only by another idea, of greater force, based on clearer truth.

Is it probable, then, that Bolshevism will rule and Lenine find himself a combination of Charlemagne, Napoleon, Attila, Alexander and George Washington, dragging inferior democracies and the world's bourgeoisie with all its gold in his train?

Not at all likely. Bolshevism, which leaves out of account what has happened on earth for fifty thousand years, is as far from final truth as Tsardom. The masses must rise by improving their brains, can't do it by improving salaries or taking from others something they have made or inherited.

Bolshevism, fever based on hatred and indignation well justified, will calm down. Russia in the fulness of time will come out organised, powerful, an example to other nations, as is France today, following her revolution.

With an ocean on either side of us, one hundred millions here, wealth unlimited and science highly developed, there is nothing in Bolshevism, internal or external, to worry the United States.

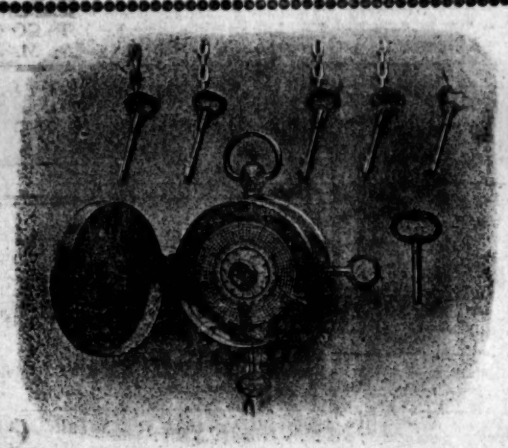

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TABLE TELLS HOW AND WHEN TO PLANT SPRING VEGETABLES

TIME TO PLANT	NAME	BEST VARIETIES	DISTANCE BETWEEN ROWS	DISTANCE APART ROWS	DEPTH	TIME TO COME UP—DAYS	THIN TO INCHES	READY TO EAT FROM TIME OF PLANTING—DAYS	READY TO EAT FIRST	OTHER NECESSARY POINTS
March 1 to April 1	Potato	Any Chinese or Am. variety	24 to 36 inches	12 to 18 inches	4 inches	15 to 30 days	—	90 days	June 1	May be planted Feb. 15, but not much value as weather too cold. Best eaten young. Will not keep well till Autumn. Better buy from Chusan Is.
March 1 to April 15	Pea	Only one best Thomas Laxton	Two rows 6 inches apart and 24 inches between double rows	2 to 3 inches	3 inches	5 to 10 days	—	60 days	May 1	Should plant succession when previous planting appears. Thomas Laxton must have sticks but is well worth them.
March 1 to May 1	Beet	Crosby's Early Egyptian Detroit Dark Red.	12 inches	2 inches	1½ inches	10 to 15 days	6 inches	50 days	May 1	Should be eaten when one to two inches in diameter
March 1 to June 1	Lettuce	Black Seeded Simpson	6 inches	Sow	¼ inch	2 to 10 days	Thin to eat	24 to 40 days	Apr. 15	Many good varieties but this germinates best. Those liking head lettuce should try another variety.
March 1 to May 1	Radish	White Icicle	6 inches	Sow	¼ inch	5 to 10 days	Thin to eat	30 to 45 days	Apr. 15	White icicle the only best radish.
March 1 to April 15	Parsnip	Long Hollow Crown	12 inches	Sow	½ inch	15 to 20 days	6 inches	Next Winter	Dec. 1	Always successful.
Indoors January 1 to 30 / March 1 to May 1	Cabbage	Large Late Drumhead	24 inches	24 inches	½ inch	5 days	—	Next Winter	—	Early varities planted indoors may be eaten before summer, but others are good all winter.
January 1 to 30 / March 1 to May 1	Cauliflower	Veitch's Autumn Giant	24 inches	24 inches	½ inch	5 days	—	Next Winter	—	This variety is a little coarse but always sure.
March 15 (if warm), to August 15	Corn	Golden Bantam (Early) Stowell's Evergreen (Late)	24 to 36 inches	12 to 24 inches	½ inch	5 days	3 in hill	60 to 90 days	June 1	May try planting Mar. 1 if weather warm, but apt not to succeed until Apr. 1. Rodents often eat the ears in autumn.
April 1 to June 1	Beans	Refugee Wax Stringless Green Pod	12 to 24 inches	3 to 6 inches	2 inches	10 to 15 days	—	45 to 60 days	May 15	Why not can the abundant crop of beans, also peas, beets, tomatoes?
Indoors January 1 to 30 / April 15 to June 1	Tomato	Livingston's Coreless Ponderosa	24 to 36 inches	24 to 36 inches	½ inch	—	—	90 to 150 days	July 1	Chief crop should be from Sept. 15 to Nov. 1 when they may be stored until Christmas.
January 1 to 30 / April 15 to June 1	Eggplant	Black Beauty	18 to 24 inches	18 to 24 inches	½ inch	—	—	90 to 150 days	Aug. 1	Huge in size as compared with the Chinese. Best when half grown, about 3 inches in diameter.
May 15	Squash	Large Chinese (Tomato-shaped)	60-70-90 inches	96 to 240 inches	2 inches	—	3 in hill	120 days	Sept. 15	Correct time, too cold if earlier, no fruit if later.
FOR FALL AND WINTER.	The following should also bear furit in Fall and Winter: Corn, tomatoes, eggplant, squash, cabbage, cauliflower, parsnip, beet									
August 15 to October 1	Lettuce	Black Seeded Simpson	6 inches	Sow	½ inch	—	Thin to eat	20 days	Sept. 15 to May 1	Water seed bed and cover for several days with straw or muslin or hot sun will kill the seed. Irrigate if dry.
August 15 to October 1	Radish	White Icicle (Small) White Chinese (Large)	6 inches	Sow	½ inch	—	Thin to eat	30 days	Sept. 15 to Apr. 1	Spray daily with kerosene emulsion against small black worm. Irrigate if dry.
August 15 to Sept. 15	Turnip	Pomeranian White Globe	12 to 18 inches	Sow	1 inch	—	3 to 8 inches	90 days	Nov. 15 to Mar. 1	Spray daily with kerosene emulsion against small black worm. Irrigate if dry.
August 15 to Sept. 15	Chard	Silver	18 inches	2 inches	1½ inches	—	8 to 12 inches	60 days	Oct. 15 to Apr. 1	One of the little-known vegetables everybody should know. Irrigate if dry.
August 15 to Sept. 15	Beet	Early Egyptian	12 inches	2 inches	1½ inches	—	4 inches	60 days	Oct. 15 to Mar. 1	Not always a success in the Fall. Irrigate if dry.

By F. G. WHITE
(President Shanghai College)

Food production and food conservation is just as necessary in China in war time as in the West as ultimately it will have an effect on the world situation.

People who have eaten nothing but those vegetables procurable in the markets, even though their [illegible] with so-called [illegible] experience [illegible] that the products from [illegible] and state vegetables [illegible] average gardener.

But the chief delight of gardening is in digging in the earth and in watching the development of your own plants. No one's nature is properly developed unless he loves to watch the processes of nature. The best way to secure rest from mental fatigue is by spending an hour daily close to Mother Earth.

CLIMATE

The most important difference between one locality and another is that of climate. The climate of the Yangtsze valley is as near ideal for the growth of vegetation as can be found in the world.

The two prime factors, water and heat, are present in abundance.

But unless these two necessary factors are understood and properly used they may mar all one's efforts. This makes it very necessary to understand the time of planting that will be referred to later.

Briefly, there is absence of frost from Mar. 15 to Nov. 15. The heat of summer is too great to expect much returns during August and September as the blossoms are killed by the scorching rays of the sun during July and August.

The rains usually begin about Mar. 1 and last until September. Aside from this rainy season and in shorter dry times copious watering should be resorted to.

SOIL

No soil in China will long produce profitable crops without fertilising annually. This is best done by digging in animal manure; horse, cow or chicken. The latter being the best. Night soil is perfectly safe; but not applied directly to the plants as is done by the Chinese. Six inches of the top layer of soil should be removed, the night soil plentifully applied and covered again with the soil. Thus applied, the sun and earth completely sterilises and deodorises the fertiliser in a very short time. This application should be made any time from November to April, but should never be applied in the warm weather.

Seed should be ordered from home two months before it is needed, in the winter for Spring planting, and in the Summer for Fall planting, as seeds will not keep long in this climate. I order December 15 and June 15.

PLANTING TABLE

Gardening cannot be successfully done without experience. But the experience of others *if heeded* can be of considerable service.

The above table contains the experiences of ten years. For each success many failures could be recorded because of lack of experience.

Many vegetables not mentioned have been tried and have failed or the author has not considered them worth growing. Others may have a different experience.

One hundred miles South or West of Shanghai plantings can be made one to two weeks earlier than the table.

In the early spring seeds may be killed by cold; if they come up they are apt to thrive. In the summer, small seeds such as lettuce seeds, may be killed by the extreme heat. They should be planted just before a rain or watered and protected by straw or muslin.

In this climate the soil often bakes, forming a crust that prevents seeds from coming up. River silt, sand or lime in the soil will help to overcome this difficulty. Watering also will help if straw is put on after the water is applied.

After the plants are up, frequent hoeing not only destroys the weeds but breaks the crust and prevents evaporation of moisture.

For directions for growing other vegetables not listed here, consult any good seed catalog; in fact, seed catalogs, such as *Vick's* contain all the ordinary facts about making a garden that is necessary.

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New York, January 26.—Forsaking for the nonce the realm of the supernal, Sir Oliver Lodge lectured at the Shubert Theater last night on the structure of the atom. He devoted himself largely to expounding accepted modern doctrines, making only brief excursions into speculative fields and then, each time, with an elaborate warning that he had wandered from fact and that his audience might use its own pleasure about wandering with him.

That audience, so far as one could judge, was a truly "popular" one, yet it took the famous old physicist only a few minutes to interest it beyond the coughing stage. Throughout the evening his gift of lifting nothing in his big, capable hands and holding it forth as an illustrative object and compelling one to slide to the very edge of one's seat to view it more intently, never failed.

Sir Oliver handled his subject with the ease of a master with ample background, proffering the fruits of his learning so gently there was nothing of the forbidding about him or them. He found now and again opportunity to evoke a ripple of laughter by the homeliness of his examples or the humor of his warnings against exploitation of some of the new wonders science has grasped.

He began by explaining that matter, as such, was not continuous—a fact as to which practically all students of physical science would be in agreement with him, even though it seemed hard to swallow. Then he told how by comparison with very fine things such as a spider's web, spun glass, fibres of melted quartz and the "black spot in a bubble just before it bursts, which is the thinnest thing known," there had come an approximating of the size of an atom. Finally, after a wealth of comparisons, he said there were 500,000,000 atoms to an inch and that even spectrum analysis, equal to detecting chemical "traces," could not identify a number of those less than 25,000 times the number of inhabitants of the earth.

"So," he continued, "if there were no test for the detection of humans more sensitive than spectrum analysis is for detecting atoms, and there were just less than 25,000 times the present number of inhabitants on the earth, this planet would appear entirely uninhabited.

"And so, if I were preparing a prospectus for a company to extract gold from the sea, I should put this line in big type: 'The number of atoms of gold in a drop of sea water is fifty thousand million!' But that would be one-fiftieth of a grain to a ton.'

The lecturer passed to a discussion of electrons, telling how, when the late Sir William Crookes first discovered that passing an electric current through a "vacuum" had resulted in strange things happening to matter within the tube, he met with ridicule from his fellow scientists. Later it was learned, he said, that these phenomena were due to the resolution of atoms into electrons which sped about so much faster than bullets that they had nearly the speed of light. "Their speed compared to a bullet's," he added, "would be like a printer's full stop to the size of this hall."

Sir Oliver explained how by means of cathode, or red rays, the effect upon the curvature of a magnetic field and other methods, the existence of these electrons had been proved, and continued:

"Yes, matter is built of electric charges, positive and negative, arranged in some regular pattern or other. What are the electric charges built of? That is a question. I think they are built of the ether of space, but that is undetermined."

Most physicists, he said, were agreed as to the structure of atoms and had made their discoveries by means of radio-active atoms which had given their secrets away. The parent of radium, he explained, was uranium. This "fired a certain number of shots," exploding off part of itself and became radium. Radium fired off projectiles (in each case an atom of helium), and became another radio-active element, and so on down the line, until at last an apparently inert, non-active element like lead resulted and "settled down to a quiet life."

Atoms, he went on to explain are made up of a static nucleus and a kinetic part, revolving at unbelievable speed in an orbit; traveling its whole path a greater number of times in a second than there were seconds in man's history.

"Thus through the study of physicists," he went on, "there has been growing up an atomic astronomy—an astronomy we have been accustomed to for so long as full of law and order as the solar system itself."

He told how X-rays, "a finer kind of light wave," had been used to count the electrons in atoms, and said the number of them depended upon the element under examination, the simplest being hydrogen with one positive particle at the center, and one electron revolving about. He did not know whether the outer particles, when there were more than one, revolved in the same orbit or whether each had its separate path.

Sir Oliver cited the death of Moseley, the man who counted electrons, by a Turkish bullet at Gallipoli as an example of the pitiful waste of war. He concluded with a plea for open-mindedness toward new and startling things which many of his hearers interpreted as uttered in behalf of his spiritualistic beliefs, to which, otherwise, he made no reference.

Britain Faces Grave Military Problems

Red Danger Complicated By Ambitious Plans Of Enver Pasha And Gen. Semenoff

Washington, Jan. 21.—The strategy of the Bolshevist military campaign during the coming Spring contemplates a massed attack against Poland, as the first step in a projected Red invasion of Europe and a military diversion through Turkestan and Afghanistan toward India. Plans for both campaigns are well under way, according to the best military and diplomatic intelligence received in Washington, and the threat against India accounts for the expected decision of the Allied Premiers to send an army of mainly British to the Caucasus to help the Georgians halt the Red menace.

The British Government has already taken certain preliminary steps to guard the road to India. British forces have been facing some stiff fighting on the Northwestern frontier of India where the Derajat Column, advancing into the Mahsud country, has suffered some heavy losses.

The British also have a considerable contingent of troops at Merv, in the Kara-Kum region, northeast of Persia. These forces have been sent there as a covering column to protect Northeastern Persia and Afghanistan from a Bolshevist incursion through Turkestan. The contingent at Merv also stands in the path of the projected advance of the Bolsheviki from the Caspian Sea toward Afghanistan and India.

OTHER ELEMENTS OF DANGER

The Bolshevist plans for a diversion against India is not the only element in the situation that may develop into important military movements in the future, with correspondingly important political aspects. There are elements of danger in the Pan-Turenian movement, which Enver Pasha, the renegade Turk, has been fostering and planning with his usual assiduity during the last year.

Enver is now in Azerbaijan, in Kurdistan, a region lying between the Caspian and Black Seas, between the Caucasus and Persia, as well as between the Caucasus and Armenia. It is now definitely known that he told his friends when he started for Azerbaijan that he intended making that place the base of the development of his Pan-Turenian movement.

His ambition is to create a Pan-Turenian corridor that would extend from Turkey, all the way across Asia to China, immediately south of Siberia. He is endeavoring to build up a Pan-Turenian empire that would take in Turkey, the Caucasus, Turkestan and Inner and Outer Mongolia.

Enver Pasha has been in recent touch with Semenoff, the Buriat adventurer, who has been sitting astride what might be described as the top of Asia, controlling Trans-Baikallia and the northern stretches of Mongolia with imperialistic plans of his own respecting the control of Central Asia. The eastern edge of Enver Pasha's projected Pan Turenian dynasty ends where Semenoff's influence in Mongolia begins, and there is considerable fear now that Semenoff, the Bolshevik, and the Pan Turenians, headed by Enver Pasha, may give each other a free hand so as to dovetail their respective plans together, to the embarrassment of the allied world.

Semenoff is ambitious to control the region which military and political experts regard as the last remaining great undeveloped nitrogenous food reservoir of the world—Mongolia. The great American West, it was pointed out by one expert today, formerly occupied this position. The interior of Argentina has it now. When Argentina and the West pass their ultimate stages of development the region which Semenoff plans to dominate—and it is said that strong Japanese military and imperialistic influences have been seeking to dominate Semenoff's [illegible]—the region of Mongolia will stand out as the world's greatest untapped food area.

With Semenoff beginning to develop signs of presenting a danger in connection with the game that Enver Pasha is playing, with the Pan Turenians planning, if not interfered with by the Reds, to give the latter a free hand toward India, and signs of trouble developing in Afghanistan, the experts here see a problem of the most formidable kind confronting the allied powers.

AMEER IS HOSTILE

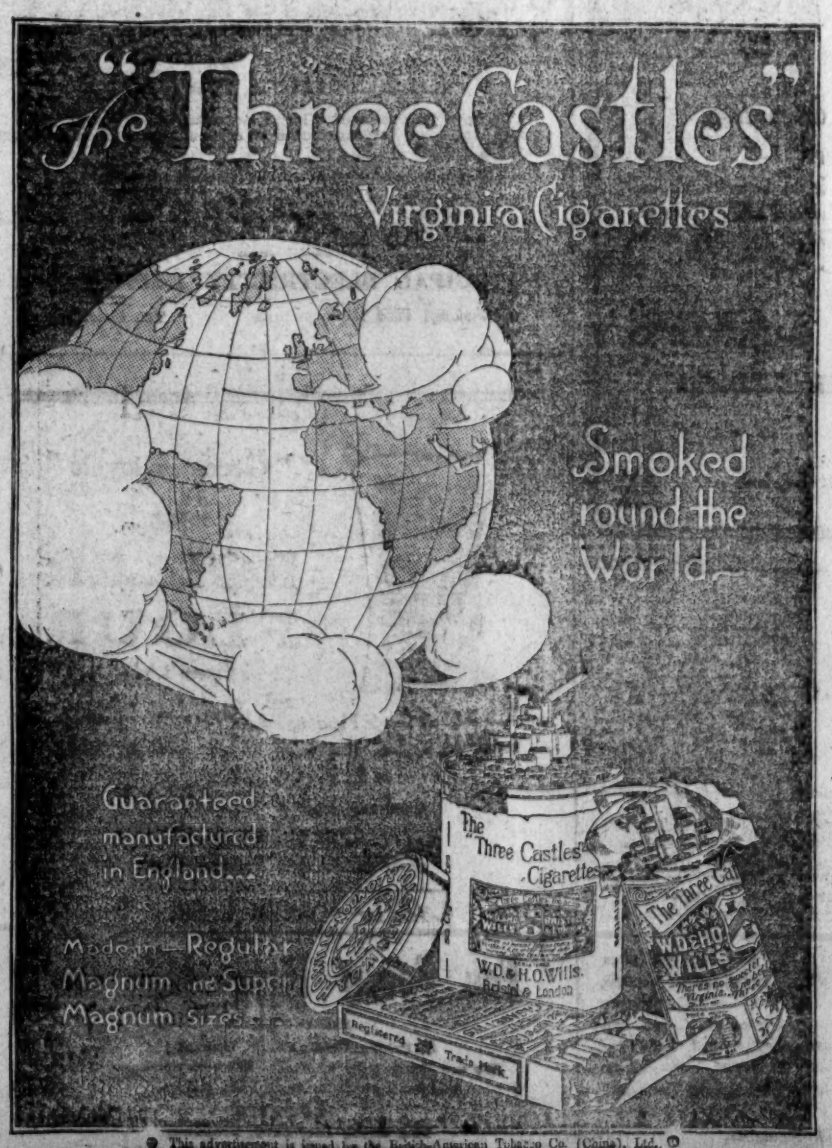
The former Ameer of Afghanistan was friendly to the British. The new Ameer is anti-British and his attitude is largely due to the machinations of a former German diplomat who was marooned in Persia when the war began and who fled into the new Ameer's country. The attitude of the present Ameer is friendly to the Bolshevist and Pan Turenian elements.

The nearest British forces which will possibly be reinforced as a result of the conference between the Premiers at Paris are the army in India, the covering column in Merv, the contingents who have won their way into Upper Mesopotamia, and the forces in Palestine and Egypt. There are two routes of approach for British reinforcements that may be selected. One would be via the Dardanelles and the Black Sea toward Baku, the other through the Persian Gulf and Mesopotamia or Persia toward the Caspian and the Trans-Caspian province of the Caucasus. The latter offers the most direct route. If selected, the British forces sent into the Persian Gulf region could follow the military railway that General Maude built through Bagdad and the old "cradle of the world" toward Armenia.

Latest advices from South Russia confirm reports unofficially received previously that General Denikin's armies have been divided into two parts and are still physically separated, but the official reports indicate that Denikin's military reverses, although he has lost much territory, are not quite as disastrous as were previously represented. He is now reported to be holding the Kuban region, intact, which includes the whole of what is termed the northern Caucasus. There are yet no definite indications that the Bolsheviki have crossed the Don anywhere in force, which is an extremely difficult operation, as the river is wide and Denikin's forces deployed along the far shores occupy positions which are believed by military experts to be hard to take.

There is also evidence in the latest reports that Denikin's troops are not demoralized, except as to small remnants that have been harried in their retreat and have for many days been cut off from the main forces. Denikin, moreover, now has the military advantage of being flanked on one side by the Black Sea and on the other by the Caspian Sea. The Bolsheviki have no ships with which to conduct operations or transport troops on either of these seas, while Denikin controls a number of serviceable vessels and the Black Sea is dominated by the Allies.

There is no definite late information regarding the exact status of the western part of the so-called Denikin front, which takes in the edge of the Ukraine, the Crimea, and the Odessa hinterland, toward which the Reds have made rapid headway. The conditions there are admittedly confusing and chaotic. Operating simultaneously on that front are the Bolsheviki forces, remnants of Petlura's Ukranian army, portions of Denikin's forces, and the Poles advancing toward Kiev. General Denikin still is able to maintain communication with various parts of his army via the Black Sea water route.



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Hoover As Presidential Timber

(*Literary Digest*)

Politicians are left gasping at the astounding stroke of the loyally Democratic and Wilsonian New York World, in coming out flatly in a two and a half column editorial for Herbert C. Hoover for President on either a Democratic, Progressive, Independent, or Republican platform. "In point of ability, in point of experience, in point of capacity to deal comprehensively with the new problems of reconstruction, Mr. Hoover towers above all the candidates who have been brought into the contest," asserts The World, and we find scores of widely separated newspapers, Republican and Democratic alike, which agree fully in this and other statements made in The World's astonishing editorial. Criticism of Mr. Hoover's abilities as an administrator is conspicuous by its absence. Some might find fault with his comparative inexperience as a politician, but, as The World and other newspapers say, the "public is tired of professional politicians."

Hoover's unique rôle in the Presidential race "embarrasses the politicians of the Democratic and Republican parties, and delights the formerly helpless general public," gleefully asserts the Philadelphia Evening Public Ledger (Ind.). Hoover is needed in the White House, declares The World, because—

"The fundamental rights and liberties of the American people are menaced today as they have never been menaced before. On the one hand radicalism is pushing its theories to the very verge of anarchy, and on the other hand conservatism has joined hands with Bourbonism to destroy liberty in order to maintain the extreme individualistic theory of property rights. Between these two greedy groups of fools and fanatics there is a great middle ground which is held by the vast majority of Americans and which they will continue to hold under competent leadership, but competent leadership there must be, and no man better embodies it than Herbert C. Hoover."

"Hoover is not a 'dark horse,'" says one pertinent paragrapher, "rather he is a nightmare to political aspirants on both sides of the political fence." "May his specter penetrate to the darkest corners of the closets where kitchen-cabinets plot destiny," is the prayer of ex-Senator William Alden Smith's Grand Rapids Herald (Rep.). The Baltimore Sun (Ind. Dem.), which speaks of Hoover as the "Great Neutral," predicts a race between the Democratic and Republican parties to see which can capture Hoover as a President candidate, and says: "Yet Hoover is no neutral when it comes to deeds. His platform is short, and consists, like the motto of the Prince of Wales, of only two words—'I Serve.'"

Dr. Frank Crane, whose editorials on almost everything but politics, first published in the New York Globe, are read throughout the world, said in an editorial recommending consideration of Hoover as a Presidential candidate, which appeared two weeks before The World's utterance: "We have tried Republicans and we have tried Democrats. Suppose we try just a man. We recommend Hoover simply because he has made good. He is not an orator; he is a man of action. And he is not looking for the place, which helps some." "Hoover may yet find himself at the head of a commission for the relief of bankrupt political parties," predicts the Brooklyn Eagle (Ind. Dem.), and General W. B. Haldeman, Democratic National Committeeman from Kentucky, is sure that the Democratic party will select Hoover as their standard-bearer "if he has a drop of Democratic blood in his veins, or a fortieth cousin who is a Democrat." "In Washington the politicians never speak of Hoover as a Presidential candidate," the Washington correspondent of the New York Evening Post (Ind.) tells us, and the Philadelphia Evening Public Ledger (Ind.) interprets this as "the biggest boost we have yet seen for him."

Scores of quotations similar to the above could be set forth, but the cold bare fact that political conventions, and not the people select Presidential candidates, still remains. We are reminded by the Rochester Times-Union (Ind.) that "It is a favorite habit of some political leaders to favor the colorless candidate, who has aroused no antagonisms, to the more positive personality who has done much but who has antagonised in the doing." But we are also told that he has made hundreds of thousands of friends and that a man of Hoover's amazing organising genius could quickly organise another party and "poll an unprecedented independent vote." "Whether his candidacy would satisfy those practical political exigencies of which the party must take note in selecting its standard-bearer is another question," declares the Charleston (S. C.) News and Courier (Dem.), and while the Brooklyn Eagle (Ind. Dem.) is sure there is "reason to believe that the Administration might view the Hoover 'boom' with a friendly eye," it tells us that "the strictly machine Democrats, who manage the party's national politics, look askance at Hoover, and raise the question as to his politics."

Opposition from the Republican ranks is also forthcoming. Friends of Republican candidates already in the running and ready to be brought forward are frankly skeptical of Hoover's chances as a Republican. Among those who have favored the Hoover boom with a frosty stare are Senator Johnson's backers, some of whom are in New York. These gentlemen, recalling Hoover's earnest plea to Californians to help elect a Democratic Congress to uphold the President's policies, are said by the New York Times not to take the Hoover boom seriously, and to believe "that his only chance of being elected President is by running on the Democratic ticket." The Montgomery Advertiser (Dem.) suggests that "before any Hoover 'boom' gets under way in the Democratic party we suggest that the gentleman be invited to declare himself as a Democrat. The party should not commit itself to any candidate without first questioning him as to his convictions in respect to party measures."

Hoover appears to be the unenthusiastic recipient of friendly overtures from the Democratic ranks and smiles from Republican strongholds, although his political affiliations—if he has any—are little known. He can not be accused justly of flirting with either party, in view of his repeated statement that he has no political aspirations. As a matter of fact, Hoover, at the present time, appears to be the great political enigma. "It is significant," says the Chicago Tribune (Rep.), "that among those now talking of Hoover for President are persons friends and ardent supporters of President Wilson."

Mr. Julius H. Barnes, United States Grain Director, a life-long Republican and close personal friend and business associate of Hoover, recently at the annual banquet of the National Wholesale Dry Goods Association declared that his partner's political affiliations lay "with the Progressive Republicans," but at the same time strongly intimated that Mr. Hoover might even become, under certain circumstances, a Democratic candidate. Mr. Barnes said further:

"I have known Herbert Hoover intimately through several years of close association in his work. I feel that from that knowledge I can state that he will never allow himself to be a candidate for high office nor allow his friends to make an effort in his behalf unless there shall come such indisputable evidence of such spontaneous and universal popular demand that it will overwhelm his present resolution not to enter politics."

In the words of the Brooklyn Eagle (Ind. Dem.), "Hoover's hat was thus shied into a ring already somewhat crowded with headgear," even if its owner did not altogether approve the action.

If Hoover is nominated and elected, he will have two precedents in the elections of General Grant, who had never been a Republican when the Republicans nominated him for the Presidency, and Zachary Taylor, who had not voted for 40 years when he was nominated and elected. As the Boston Herald (Ind. Rep.) says:

"Hoover would represent the Great War. His election would be giving us a President out of the war. He would stand for the altruism and the idealism and the sacrifice of America in the war. The women would like to vote for him, and they will have the ballot in a goodly bunch of states."

William Allen White, in an Emporia (Kan.) Gazette (Ind.) editorial, says that "Hoover could be elected on the Republican ticket." "He has all the elements of strength that Roosevelt had," this paper continues, "the people are for him, and the organisations are against him." The New York Globe (Rep.) gives many reasons why the people would vote for Hoover as President:

"The strongest supporters of the young California admire him for the exact reason that he is not a politician. Business men approve him because they think he is one of them and would give the country the 'sound business administration' for which they have been sighing these many years. Much of the labor vote would go to him on the theory that he is a benevolent neutral on the industrial questions which are now stirring the country."

Politicians and labor-leaders have come to recognise the farmer as a very powerful element in this country. We read in the Binghamton (N. Y.) Press (Ind.) a general statement to the effect that "just now Hoover is not very popular with the farmers." The Buffalo Commercial (Rep.) opines that "if the farmer vetoes the nomination of Hoover, that settles it; no party can afford to pick a candidate opposed by the agriculturists." And the Washington correspondent of the New York Evening Post (Ind.) sets forth in specific terms just how Hoover's possible candidacy is viewed by the American farmer:

"Organised farmers will repudiate the candidacy of Mr. Hoover if he should be nominated, they assert, now that the matter is taking a more definite shape. His record on the farmer's high cost of living is unsatisfactory, and his sympathies are in the wrong place, or were throughout his term with the Food Administration, they are convinced."

The New York Tribune (Rep.), after stating that "Mr. Hoover, both at home and abroad, is one of the most admired of Americans," goes on to say:

"About the only abstainers from praise are those of the agricultural interest, who can't see why wheat-raisers were fethered by a fixed price while others were allowed to profiteer freely on the theory that an increase in prices would stimulate production and that the interest of the public was in increased production rather than in low prices."

Intimating that the Hoover "boom" emanated from the White House, and that Hoover is the political heir of President Wilson, the Rochester Democrat and Chronicle (Rep.) emphatically states that "the Democrats are not going to nominate a candidate for President who calls himself a Republican, no matter how he qualifies his Republicanism." The St. Louis Post-Dispatch (Ind.), which is from Missouri, also inquires:

"What are Mr. Hoover's qualifications as a statesman? We know from his utterances that he has an understanding of business, of the factors in industry and commerce, and of the just relations of labor and capital and the public. But has he a thorough understanding of questions that go deeper than these—questions that touch the fundamental basis of free government? Is he able to distinguish unerringly the powers and limits of our constitutional government?

"We need something more than a business organiser and successful administrator in the Presidency. We need something more than merely an honest, capable man and a devoted public servant.

"We need a statesman with a thorough comprehension of the fundamental principles underlying our republican institutions and with the courage to apply them to our problems. We need a man who understands the relations that should exist between the Government and the people. We need a man who understands and firmly adheres to the constitutional powers of the Government and who respects and upholds the constitutional rights of the people."

ESTHONIA HAS TOLL OF TYPHUS

American Observer Asks Aid For 12,800 Sick, With Only 30 Doctors And Nurses

Riga, January 17.—Appalling conditions are reported from northwestern Esthonia, where typhus and other epidemics among the debris of the Yudenitch army and the Russian refugees have utterly submerged the relief and sanitary workers. At present there are 12,800 sick in the various hospitals, with a total force of 30 doctors and nurses to look after them. This includes Americans, British, French and Russians. It is known that the Esthonians do not care much whether the Russians live or die, but in this case they have to be careful, with an inadequate medical staff, in attending their own people and preventing the spread of disease among them.

Many allied nurses and doctors have died and the rest are utterly exhausted. More nurses are attached to the Russian army, but in reality they are wives of officers, who have taken nominal positions so as to accompany their husbands, and are neither able nor willing to help.

According to the allied officers, conditions in Narva are fully as bad as the horrible situation revealed by a commission of inquiry on the breaking down of the Sanitary Service in Mesopotamia. There are hospitals there where the few remaining orderlies—there are no doctors nor nurses left—have abandoned the attempt to do anything. Living and dead are huddled pellmell on the bare floor, without even straw to lie upon in all the horror and filth of typhus, dysentery, smallpox, wounds, frostbite, pneumonia, and gangrene.

The sufferers are fortunate if they get a cup of milk or a bowl of soup daily. Men have been there for weeks without even having had their clothes removed. They are too weak to move or make any effort to clean themselves.

In a hospital where four officers of the English Military Mission, instructed by General Turner to assist in the work, have begun to take things in hand. They have found floors and passages more than ankle-deep in filth. Such details hardly bear repetition, but the Allied, and particularly the American authorities here, are anxious that the world shall know how full of sorrow is the situation and realize the urgent need for immediate help.

As the British themselves admit, the chief responsibility for the Yudenitch army falls upon them, but America, with a large Red Cross staff more or less available in Europe, is in a position to do a great deal to alleviate this misery.

What is needed is staff doctors and nurses to take charge. The Russians and the Esthonians can handle the fatigue and orderly work if it is properly supervised. The medical supplies are adequate; the crying demand is for skilled personnel.

At the present moment the American Red Cross has only two doctors in Esthonia. I have been asked to emphasise the tremendous opportunity—one might almost say the responsibility—of the situation for the Red Cross. There is now in Copenhagen an eminent Red Cross physician with an efficient staff who has successfully fought in Eastern Europe typhus and similar epidemics aggravated by shocking conditions of living, malnutrition, etc. If he could be sent without delay his services would be a most valuable asset, but not less than 400 doctors and nurses are required.

In the whole hideous business there is only one bright spot. That is the close co-operation existing between the different allied representatives. Any workers who come, no matter what their nationality, will have a free hand and full scope, and both military and political missions are prepared to the utmost to insure their receiving all the help they may require from Russians and Esthonians.

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EBERT VICTORY PREDICTED IN APRIL ELECTION

Socialists, Democrats And Catholics Are Likely To Unite On Him

CENTER IS LOSING GROUND

Both The Right And Left Wings Expected To Win New Seats

By WILLIAM C. DREHER

Berlin, Jan. 10.—It now has been settled definitely that the national elections will take place about the middle of April. A president of the republic and the first Reichstag under the new constitution are to be chosen.

It is too early to make any definite predictions as to the result of the voting. Nevertheless, one thing now seems certain, in view of recent local elections in various towns, namely, that the extreme parties to the right and the left will gain while the government parties will lose seats. The Independent Socialists, in particular, will cut deeply into the block of seats now occupied by Majority Socialists. At present they have only 22 seats, while the Majority Socialists have 163.

But since the election of last January the current has set strongly away from the Majority to the Minority faction. All the sins and mistakes of the government, and even its virtues, skillfully have been turned against it by its enemies, particularly by the Independents. The "Scheidemannen," as the Majority Socialists are dubbed in ridicule by the Independents, have by force of circumstances had to adopt a compromise policy. Not having an absolute majority, it had to form an alliance with the Catholics and Democrats to carry on any government at all, and each of these parties has acted as a brake upon the other two, so none of them has been able to dictate the line of policy. This state of things also naturally has made for cumbersome and dilatory action.

COMPROMISES LOST SUPPORT

The compromises forced upon the government Socialists have necessarily had the effect of discrediting them badly with their more radical followers. The super-heated radicalism now prevalent among the German working classes has been wholly in favor of the Independents, where it has not swept the workmen into the still greater extreme of Communism, and one of the most certain results that can be predicted for the national election is that they will make very large gains.

The Independents make a great show of confidence. At their first national convention since the revolution, which is now in session at Leipsig, their leaders freely are predicting that the election results will cause the policy of the majority party to collapse utterly. They assert that all the great industrial districts of Central Germany are with them; and it is equally certain that they will get a majority of the seats in the great industrial regions of the West, as well as in large coastal cities, where radicalism has long been rampant.

It is also certain that the German Nationalists, as the Conservatives now choose to style themselves, will score considerable gains. Just as moderation on the part of the government has made for a migration toward the left, so has also its radicalism promoted a strong movement toward the right. Socialisation plans and strenuous tax legislation—especially the former—have caused a marked disaffection among the non-Socialist supporters of the government, and it may be suspected that even some moderate Socialists have become convinced that their dreams of reforming society on Earl Marx lines are utopian, and are now ready to join hands with the Conservatives in building up a strong government that knows what it wants.

Certain it is that many Democrats are turning to the Conservatives as the only sheet anchor against the flood of radicalism now surging high on the left. For the same reason it may be predicted that the Democrats will lose ground in the election—the fate of all moderate parties in times of revolutionary exaltation and extreme party passion. The Catholics, having a religious hold upon their followers, will fare much better than the Democrats and probably will hold their own.

ONLY CANDIDATE A JOKE

As for Presidential candidates, little can be said as yet. Only one man has been definitely put forward as a candidate. This is Herr Odolf Damaschke, who has long had a certain prominence as a land-tax reformer on Henry George lines; but his candidacy really looks like a joke. It had been urged by some of Damaschke's friends and he has even made one public speech in support of it himself; but he has such a slight political following that his candidacy cannot be taken seriously.

I predict that the Socialists, Democrats and Catholics will unite upon Ebert and re-elect him. Only a Socialist has any prospect of election, and the other two parties in the coalition doubtless will prefer Ebert to any other Socialist—like Scheidemann, for instance. In any case the German president is necessarily such a figurehead that it makes little difference who he is.

It will be interesting to see what course the Conservatives and the old National Liberal lump will take. Of course, their dearest plan would be to take advantage of Hindenburg's great popularity and put him forward as their candidate. But the field marshal is more than 72 years old, which ought naturally to eliminate him from the struggle; and, then, it is very doubtful whether he would accept—partly by reason of his age, partly because he is quite without political experience, except the sorry experience he made of politics during the war under Ludendorff's inspiration.

HINDENBURG GETS OFFER

I may mention here, by the way, a report that was widely circulated and believed at the time when Hindenburg came to Berlin early in November to appear before the committee of inquiry, and when conservative children, young and adult, took delight in making political demonstrations in his honor. It was asserted at that time that the Conservatives approached Hindenburg with a plan to inaugurate a military revolution to place him at the head of a new German government. But Hindenburg, so the story continues, rejected the scheme and said he would act only in accordance with the majority will of the National Assembly.

This attempt to play politics on military glory calls attention again to the curious state of things existing in the remnant of the German army. The officers are nearly all men belonging to the old Junker class, and they still live and move in the old military atmosphere, while nominally supporting the present republican government. Their breaches of political decorum are therefore frequent; and they are again and again getting Noske into hot water.

Recently the cable despatches have informed American readers of the so-called mutiny of German troops in the Baltic provinces of what was once Russia. The government had ordered the troops home, but nearly all of them refused and declared their purpose, whatever the government might do or say, to stay there and make their homes in that region. This was a show of energy at any rate, and it held out the promise of more fighting for these German hotspurs; so it appealed to the imaginations of the military here—and, of course, to the conservative mind generally. It awakened unstinted admiration, whatever might be said of its political folly.

PRAISE DISCIPLINE BREAK

This feeling found open expression in a little military paper, Offene Worte, which is printed here and which is said to circulate 100,000 copies in the Reichswehr. It hailed the mutineers with dithyrambic bombast, which was distributed through leading editorial, a causerie and poems. It was all so embarassing to Noske that he issued a semi-official note declaring his "sharpest disapproval" of the performance. But what he has done to the editor has not yet transpired.

Speaking again of the Independent Socialists, their organ here, Freiheit, has just been celebrating its first anniversary, and the information it gives about itself denotes a remarkable case of journalistic success. Founded in the midst of the revolution last year, it already had a circulation of 65,000 copies by the end of November, and now it is nearing the 200,000 line.

That is certainly a remarkable achievement for one year's work in building up a newspaper. But the circumstances were all in favor of Freiheit. Here in Berlin there is a huge population of working people, the vast majority of whom tend strongly toward radicalism. There was no newspaper that met their passionate wants. Vorwarts, the official organ of the Socialist party, long had grown too moderate for them. They were clamoring for an organ of their own, spiced with the vigorous language of invective and vilification in which Vorwarts excelled a decade ago. Freiheit, therefore, had an easy triumph; few newspapers in the world have been founded under equally auspicious circumstances.

GRAFT BROADLY CHARGED

Corruption in German officialdom is coming to be more and more a topic of discussion in the press and public meetings. That is one of the new phenomena that have followed the war—or, more correctly speaking, were created by the war. A well known banker has just written the following in a newspaper article: "One hears daily how the names of officials who can be bribed are whispered around in cafes . . . We are already suffering from circumstances similar to those in Bolshewiki Russia; a new crop of officials appear every day, mostly without experience or knowledge, whose main object is to "make hay while the sun shines."

There is such a flood of crime against the food and other regulations that the courts have long been overworked with the prosecution of the delinquents. Hence the Minister of Justice recently has declared his purpose to establish special courts for trying such cases. Trangressors of this class hitherto have got off, for the greater part, with fines of varying degrees of intensity; but now the minister purposes to send the most flagrant offenders to the penitentiary.

Corruption has become such a common thing that some well meaning citizens have thought it necessary to organise themselves into a society for combating it. Several weeks ago they held their national convention here and passed resolutions that expressed their feelings on the subject. Here is the most pertinent passage in them:

"The meeting draws attention expressly to the fact that corruption has been promoted through the abolition of free business and the establishment, instead, of the licensing system. This change has made entire classes of the people dishonest and has proved a downright breeder of bribery. The present situation calls for applying the sharpest measures against the bribery of officials and employes. Fines are no longer adequate."

SOCIALIST'S PLAN SNAGGED

The plan of the government to "socialise" the electrical industry has struck a snag. The cities that have their own electrical plants are strongly opposed to turning them over to the central government; they want to go on with the system of municipal ownership which has worked well with them.

The executive committee of the German Diet of Cities, representing more than fifty municipalities has just met here and adopted resolutions against the government's electricity bill. They contend that many towns have been operating successfully electrical generating plants for decades, and they feel that they can justly plead the right of long possession. They object strenuously to having their plants "decommunalised" by force of law.

Count von Bernstorff's recent appearance here before the Committee of Inquiry into the war gave one of the newspapers occasion to tell the story of how he was started upon his diplomatic career. After he had finished his gymnasium course his father put him into one of the Guard regiments, where he was to make the usual career of a Prussian officer. It was in these regiments mostly that the scions of the nobility were placed under the old Prussian regime. As, moreover, the German diplomatists were also all drawn from that class of society, it not infrequently happened that vacancies in the lower diplomatic positions were filled by drawing upon the Guard officers.

So it happened with Von Bernstorff. One day his regiment commander received something like a requisition for a promising young nobleman to start upon the diplomatic career. The colonel looked over his material, and decided to recommend Johann Heinrich von Bernstorff and that is how he became a diplomat.

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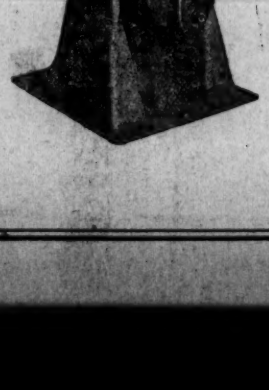
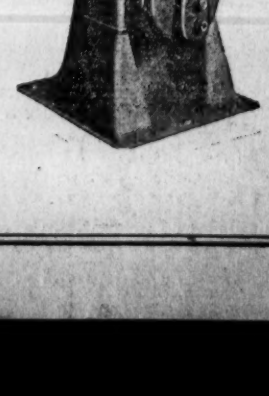
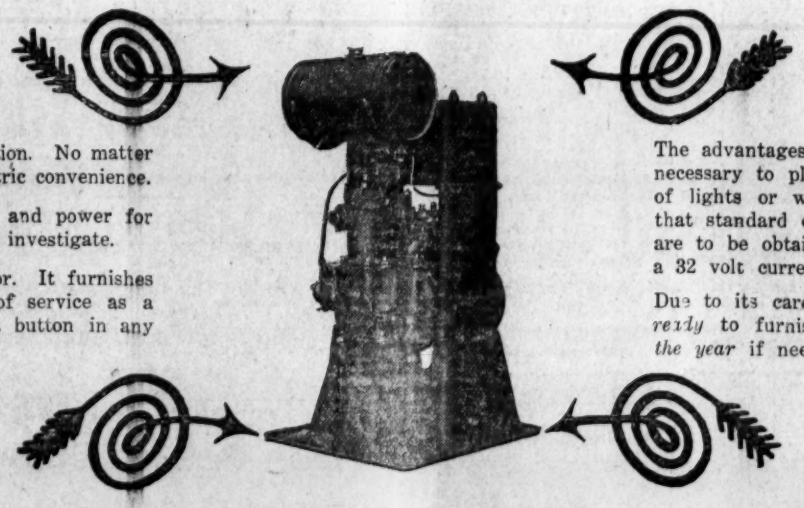

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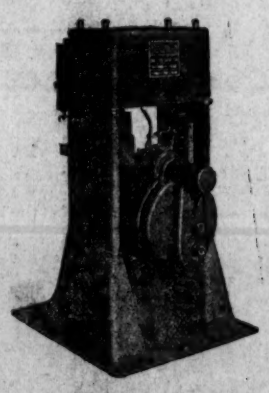
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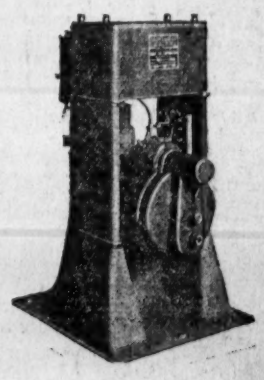
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Wythe Williams Answers Painleve's Defense Anent Drive That Failed

By WYTHE WILLIAMS

Monsieur Paul Painleve, ex-Minister of War, ex-Premier of France, has chosen after two years to reply to my article entitled "The Battle of 1917," that appeared in Collier's on January 5, 1918. Therein I charged that Monsieur Painleve stopped the Franco-British offensive of April, 1917, under the command of Gen. Nivelle, at a moment when the allied armies might have won a great victory. I asserted further that had that offensive been unhampered by this politician the war might have ended by the following Christmas Day, or nearly a year earlier than it actually did end.

Monsieur Painleve's defense was brought out by the French review La Renaissance. The first publication in America appeared in The Sun. I thank The Sun for this opportunity to reply.

The Sun on its own account says: "The French Government took steps to deny the implication of this article in Collier's." This is an error. The French Government has never spoken on this subject. The matter still rests between Monsieur Painleve and me.

IGNORES CRITICS

Monsieur Painleve chose me as a convenient object of attack. He refers only casually to the recent work of Commandant de Civrieux, famous military critic of Le Matin. He scarcely mentions the book of Monsieur Mermeix or of the other famous military critic Lieut.-Col. Rousset. These works have advantages over my article in Collier's that Monsieur Painleve chose to ignore—advantages of time and supplementary documentary proof such as I was unable to give while the war was still on. Painleve does not cross swords with his own countrymen, because he cannot evade the terrible and utterly damning indictment proved by the evidence in the case.

In face of the documents cited by them—letters of Lloyd George, Haig, Nivelle and others—against the stenographic minutes of the allied conferences before and during the offensive in question, Monsieur Painleve was silent. Only now does he prepare a reply, in which he asserts, denies and vituperates, but cites no proof.

Both Collier's and I waited long for Monsieur Painleve's reply. I remained in France until last October. Were I still over there my riposte could have been quicker. It would have "gone home" before the moment that Painleve has waited for—waited for all these months and years while thrones and governments fell and civilisation tottered—namely, the moment of the French elections, when he was again candidate for re-election to the Chamber of Deputies.

His laborious disingenuous defence is simply an election document. When I wrote "The Battle of 1917" Monsieur Painleve was out of ministerial office. He was free to reply then instead of waiting until his seat in the Chamber of Deputies was again in the play. In this post-sealing of my charges I herewith submit a copy of a letter that I addressed to him on February 23, 1918, by registered mail:

PROTESTED INDIGNANTLY

"I have a cablegram from Collier's Weekly informing me that you have sent them a message, through an American newspaper reporter in Paris, concerning my article entitled 'The Battle of 1917,' which appeared in their issue of January 5. In it I asserted that had you not stopped the Franco-British offensive of last April the war might now be won.

"Your message to Collier's, as I have it, reads as follows: 'I desire to make to you a most indignant protest. In your article there is not one statement regarding me, there is not one figure which is not contrary to the truth. When it will be possible for me to give a public explanation I will show by official documents the vast gulf which separates the real facts from the monstrous legend which your misplaced confidence has accepted. I count on your sense of honor to publish this protest.'

"I assure you of my belief that this message will find its place in the columns of Collier's. I now proceed to the remainder of their cablegram. It reads: 'This puts the veracity of Collier's in question. Will you communicate at once with Monsieur Painleve in order that he may give his side of the story. If your article was written without proper information we will make whatever reparation possible.'

"You will see that this puts the matter between you and me. By this general denial you evidently wish that the matter shall be heard further. But Collier's expects to print much more than just your denial. For with it you have brought a counter-charge, and you have offered, under conditions, to give evidence in your defense.

"Even though you have denied every statement and every figure that I have published I take it that you do not include the purely historical chronology, such as the dates of battles, etc., as written in the article. So I omit all discussion of that and proceed to the portion that concerns itself solely with you.

Wythe Williams, American war correspondent accredited to the Allied armies from the first months of the war until the end, is now in America representing the American Committee for Devastated France, of which M. Andre Tardieu, former French High Commissioner to the United States, is the honorary president.

"I note that you offer a public explanation when it is possible for you to produce 'official documents.' I quite appreciate your difficulty in producing official documents at this time. I also understand the practical impossibility of how making public the Beranger report to the French Senate on the subject of this offensive; also the transcript of the evidence given at the court-martial proceedings inaugurated by you against General Nivelle.

"Nevertheless I must reiterate that the statements of fact contained in my article were absolutely correct in every particular and that the comments made by me were amply justified by the facts themselves. You have denied the veracity of these facts but I cannot content myself with any such general denial. I would therefore ask that you be specific. Let me also ask you one question; it is the same as that asked at a public session of the Chamber of Deputies during your premiership and which then remained unanswered: 'Is it true that the conclusions to this inquiry while favorable to Generals Nivelle and Mangin were unfavorable to others and that the responsibility of the then Minister of War (meaning yourself) may be brought into question?'

"Have you any explanation at all to offer? I await your reply."

Monsieur Painleve made no reply. Except for his emotional and promissory denial reproduced in my letter, I can find no statement on this subject that he was willing to back with his signature until the possibility became grave that he would add "ex-Member of the Chamber of Deputies" to the list of titles bearing the prefix "ex" that he already owns. So I admit that in one respect Monsieur Painleve is an honest man. He was sincere—desperately so—in his attempt to save himself.

I should like to explain briefly why "The Battle of 1917" was written—why an American ventured to criticise the French Government at such a grave moment in the history of the war. My qualifications for doing so were those of a war correspondent accredited to the French armies. Long before my article was written I was a member of the Press Mission at the Grand Quartier General. So I did not write "The Battle of 1917" as an American. I wrote it as an Ally. Naturally I had no consideration for the feelings of Monsieur Painleve. Everybody's business in those days was to help win the war. That is why I told the entire pitiful, shameful, sordid story. It was not spirited to America. It was dropped into a Paris post box, where it was subject to the ordinary and usually careful censorship of the French mails.

Now to consider the signed statements of Monsieur Painleve as they appeared last week. Almost at the beginning he says: "If the attempt to break through had been stopped while in complete success, those who gave such an order would have incurred a serious responsibility."

He thus admits the gravity of the situation and the proper importance of my charge.

Monsieur Painleve takes up at length the question of the losses. I can be brief on this point. It has been admitted in the French Chamber of Deputies that the figures of the number of wounded were exaggerated because of an "administrative error."

My article stated that there were 15,000 dead during the period of nine days from the beginning of the attack, and that these figures were given to President Poincare by General Nivelle. Monsieur Painleve says that in "the sad and true balance sheet" the number of dead reads as 34,000 for the first ten days.

Against the official statement of the Commander in Chief, filed with the President of the republic, the mere assertion of the fallen Minister of War is not sufficient. His "sad and true balance sheet" must be produced, sworn to and attested.

Now comes Monsieur Painleve to "the veritable tissue of impostures manufactured in Paris," published in Collier's and signed by me, and which occupy his ingenuity for well over half of the space taken by his defense:

"Wythe Williams recalls in the first place that he wrote several months before that the offensive of 1917 was really a great French victory."

That is the way he begins, and just that much of his statements are true.

On May 25, 1917, only a month after the Nivelle offensive, I sent a cable of 4,000 words to a New York newspaper, based upon an investigation that I made in company with an officer attached to the Grand Quartier General. At the beginning of the despatch I said:

"I have been over every yard of the last general French offensive—the success of which has ever since been disputed—that began just after the German retreat to the Hindenburg line and which was almost immediately followed by a change in the high command of the French armies."

Further on the same despatch reads:

"Considering particularly the offensive beginning on April 16, I am permitted to state that it was the biggest concentrated effort yet made by the French army, although at first glance it seems to have accomplished less material result. I think all the army experts will admit that the result needs explanation. Yet the explanation as made to me on the ground was both logical and good and in summing it up I believe that the offensive will in later histories be considered a success."

SUBMITTED TO CENSORSHIP

This article was subjected to both the French military and political censorship. It is evident that neither General Petain, the new Commander in Chief, nor Monsieur Painleve had the slightest objection to it. For we had not yet come to the "later history" herein referred to, and when it was proposed to fix responsibility for removal and disgrace of a General who had achieved victory instead of defeat.

Next Monsieur Painleve comes to the Council of Allies, which I declared was held on January 15, 1917, in London. I admit that this preliminary passage in my article contained an error in date. Monsieur Painleve wants to know whether the error was involuntary or inspired. It was neither. It was just an error.

Passing now to the end of his allegations, he considers the summing up of my case in Collier's, where three main charges against him were presented.

The charges were: First, that before the offensive began he summoned the commanders of the French units to discuss and criticise the plans of their Commander-in-Chief; second, that Painleve stopped the offensive, after Haig and England had received the assurance that it would be continued; third, that by the public declaration to the Chamber of Deputies concerning limited objectives Painleve gave official notice to Germany that she need fear nothing from France.

To the first charge Monsieur Painleve replies:

"I found the French High Command strongly divided. As to the interallied plan, it consisted of a very vast simultaneous attack of all the allied armies (note again that this was the plan eventually carried out by Foch)."

In such evasive fashion does he admit rather than deny.

To the second charge he replies: "The offensive had been stopped for eight days."

Here again an evasion, while to the third charge he admits the truth by repeating the assertion in his own argument of defense.

DENIES COURT-MARTIAL

There is a sweeping denial of my charge that both Generals Nivelle and Mangin were court-martialled under Painleve's orders, and that, although acquitted neither of them received a new army command until after the Painleve Ministry fell—after it was kicked out by Clemenceau. Painleve says: "There was neither court-martial nor council of war—not even a council of inquiry."

Herein Monsieur Painleve is a liar. He himself declared in the Chamber of Deputies that an inquiry would be made concerning the conduct of the April offensive. His statement was a promise in order that his Government could get a vote of confidence from the Chamber. The vote was given and the court-martial proceedings were instituted under Generals Foch, Brugere and Gouraud. Following is an extract from a document in my possession, dated May 15, 1917, less than a month after the offensive began:

"The conflict is sharp between Mangin and Painleve. The Minister has announced that a council of inquiry would be brought together in a week. It has not yet met. Painleve seems afraid of it. He has to reproach himself personally with a definite interference. He signified to Mangin in relieving him from duty, that he should leave Paris and the adjacent departments. Mangin replied by a violent letter accusing Painleve of reviving the regime of the letters de cachet. Painleve summoned Mangin. The interview lasted from 11 o'clock in the evening until 2 in the morning. Mangin refused to concede anything."

An extract from a second document in my possession, dated September 29, 1917, reads:

"The commission of inquiry has given its definite conclusion. It is very hard on Micheler and Mazel, indulgent for Nivelle, extremely complimentary to Mangin, and cruel for Painleve."

An extract from a third document in my possession, dated October 1, 1917, reads:

"Ordinarily Joffre would have been in charge of the court-martial. He was brushed aside. Painleve thought of confiding it to one general but was shown that this was illegal. In the end the affair was referred to Gens. Foch, Brugere and Gouraud. The inquiry over, the Generals submitted their report. It completely cleared Nivelle. On the other hand it is crushing for Painleve. In effect it shows that the offensive was a triumph. On the left the Mangin army stove in two German divisions and made 15,000 prisoners; on the right the Mazel army had not the same success, but its situation was quickly re-established, so effectively that in the night of the 25-26th when Painleve ordered the stopping of the offensive, the Germans had already taken away their artillery from the fort of Brimont and taken steps for a general retreat. Nivelle had just telegraphed Cadorna that the Italian armies could begin an offensive, for the German reserve were all engaged and could not send re-inforcements to that front."

COPIES AUTHENTIC

It is now my turn to ask a question. Would Monsieur Painleve like to hear these documents in their entirety? Authenticated copies have been in possession of Collier's for over two years.

Several adherents of Monsieur Painleve have rushed to his aid following the recent publication of the veritable library of French evidence against him. His friend most worthy of notice is M. Jean de Pierrefeu, editor of the French weekly Opinion, who at one time was editor of the official "communique" at the Grand Quartier General. I am not concerned with M. de Pierrefeu, but in this regard it is significant to check up on Monsieur Painleve's respect for the official communique, as I have discovered it in his own defense. Near the end of his diatribe, Painleve says:

"But if the results of the new battles were very mediocre and dearly bought, the appearances were suave. The historic name of Craonne sounded well in the communique. Upon my instructions the Paris press of May 5 to 10 celebrated the victory of Craonne. We could, thereafter, proceed to the integral reform of the High Command without appearing to underline a check or yield to a passing and unconsidered deception."

Thus with his own pen Monsieur Painleve condemns himself. He blandly admits that for his own purposes he faked the official French communique. He admits his belief that there had been no victory, yet as Minister of War he ordered an intentionally lying communique to be printed five days in the press of France.

A year later came the terrible German onslaught that almost broke our front. Many of us who were there knew that only desperate measures could prevent the worst. One day when near Le Plemont in the Mondidier-Noyon sector, I caught sight of one of these "desperate measures" in action. From that moment the outcome of the war seemed more sure.

Coming down a flight of old stone steps leading into a chateau park, I recognised Mangin—the disgraced Mangin—brought back as one of the desperate necessities for victory. Yes, the same Mangin who with Nivelle his Commander-in-Chief had only the summer before been relieved of his command and court-martialled. (They now have a phrase in Paris: "Foch planned it, Gouraud made it possible, but Mangin did it.")

Gen. Mangin summoned me and spoke to me before the officers of his staff. He said: "I want to thank you for your article in Collier's called 'The Battle of 1917.' I am very grateful to you for writing it, because it is the truth."

I asked if I could quote him as saying so, he replied, "Some day—not yet—I will let you know."

That day has come. Mr. Whitney Warren, the American architect, just returned from France, has brought me the following message from Gen. Mangin:

"Tell Wythe Williams that I remember perfectly what I said to him that day at the front and that I still believe the offensive of 1917 could have been a success. He may say it."

One point more to show that Monsieur Painleve's entire argument is not only a lie but the brand of lie that will likely have great interest for such true French patriots as Monsieur Leon Daudet. This brilliant son of Alphonse Daudet, in his capacity as editor of Action Francaise, has openly charged for several years that Monsieur Painleve was not only a coward but that he was the tool of the entire defeatist gang in French politics, certain members of which, notably Bolo and the Bonnet Rouge personnel, passed before the firing squad at Vincennes.

Painleve sums up as follows:

"In France the article translated was circulated at first as a prohibited document, notably at the front and in the hospitals. It was by hundreds of thousands of copies that it circulated between April and June, 1917, at a moment when certain parties, believing in defeat, sought to make responsibility for it fall on some few men and on the regime. There are few examples of a propaganda as perverse, as insidious and conducted with so much obstinacy."

By this last lie Monsieur Painleve proposes that I share in the defeatist campaign for which he in his subsequent role of French Prime Minister was largely responsible. I shall not permit him after two years of preparation to now hide behind an error in date. For the time he mentions, "between April and June, 1917," was indeed the time when internal trouble brewed in France, when the army mutinied, and when the Allies trembled that the defeatist party would bring France to a separate peace. But my reply to this is the shortest that I have to make.

At this period, "between April and June, 1917," my article had not appeared. It had not even been written. It only appeared in January of the following year. It circulated in France only when, thanks to Clemenceau, the death warrant of the defeatists had been signed and sealed, the firing squad at Vincennes had done its work, Caillaux was in prison and Painleve down and out.

I submit the case.

French Attack Swedes For Nobel Prize Award

Chemistry Honor Given To Dr. Haber, Inventor Of German Asphyxiating Gas

Paris, January 25.—The Swedish Academy is violently attacked by French savants for awarding the Nobel prize for chemistry to the German who invented and developed asphyxiating gas for the German Army.

Dr. M. Haber who, with Herr Fischer, was attached to the Great General Headquarters of the German Army throughout the war in charge of the poison gas and flame throwers, was the man selected by the Swedish Jury at Stockholm for the chemistry prize which carries a monthly cash bonus of 2,000 francs for years. No announcements were made for the winners of prizes in economics and medicine this year because French students were chosen in these two branches but declined to receive the prizes because Dr. Haber was selected in chemistry.

Dr. Francis Helme, a leading French savant, bitterly attacks the Swedes for honoring a German who invented, perfected and worked out the use of the deadly chlorine gas and other deathly fumes. He accuses the Swedes of manufacturing gas masks for the German Army during the war after the Allies began using asphyxiating gas effectively.

Fairbanks Output Of Gold Increases

Fairbanks, Alaska, January 20.—Production of gold in the Fairbanks district for the mining season of 1919, reached a total value of approximately $1,543,000, according to R. C. Wood president of First National Bank, of Fairbanks.

A serious shortage of water, particularly in the Tolovana region, was responsible for a loss in production of about $150,000 under early Spring estimates, Mr. Wood said.

Thousands of dollars worth of gold, he said, are in the dumps in the various districts, and will not be cleaned up until next year when water is again available.

THOS COOK & SON
Tourist, Steamship and Forwarding Agents, Bankers, etc.
Offical Passenger Agents to the Philippine Government
Railway and Steamship Tickets supplied at Tariff Rates.
Letters of Credit and Circular Notes Issued and Cashed.
Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E.C.

HIGH CLASS PASTRY COOK
BIANCHI
97 SZECHUEN ROAD
SHANGHAI

China Lace Guild
Manufacturers of
FILLET AND IRISH CROCHET LACE, INSERTIONS, ETC.
Wholesale only
96 SZECHUEN ROAD.

THE KAILAN MINING ADMINISTRATION
KAIPING Coke Coal
For all Industrial and Household Purposes
Offices: No. 1 Jinkee Road, Shanghai

HAVE YOU ANYTHING TO SEND
Then call up the
CHINA EXPRESS COMPANY
North 1612
Freights or parcels booked through S. N. R., T. P. R., Lunghai Railway, Peking-Hankow, etc.
Exclusive Express service by the S. N. R., S. H. N. R.
We are the official Agents of the American Express Co., Shanghai. Head Office: 207-211 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 3180 and 1612.
THE CHINA EXPRESS CO., is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

UNDER NEW MANAGEMENT
SAVOY HOTEL
Re-modelled and Re-furnished
A Strictly First-Class Family Hotel, at Moderate Rates
Satisfactory Home with Excellent Service and Superior Cuisine
SPECIAL RATES FOR MONTHLY GUESTS

The Chinese Benevolent Association
271-6 Boulevard des Deux Republiques
Benevolent Fund Ticket
First Prize $50,000.00
Issued under the authorisation of the Government of the Republic of China on the 8th July, 1918.
To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on March 31st, 1920.
One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.
Price for Whole Tickets: $5.00
Tickets may be obtained from all dealers.
All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.
The Chinese Benevolent Association

"THE BEAUTY"
CIGARETTES

EVERY CONNOISSEUR ENJOYS THE BEAUTY
WHY NOT YOU?
Agents: Sincere Co., Wing On Co., M. Y. San Co., Nanking Road.
NANYANG BROS. TOBACCO CO., LTD.

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NATIONAL CASH REGISTERS
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PHONE WEST 189
FORD HIRE SERVICE
$3 per hour $1 20-minutes
77 ROUTE VALLON

MJB Coffee
ON SALE BY ALL GROCERS
VACUUM PACKED—ALWAYS FRESH
The most popular Coffee in the Market
AMERICAN MACHINERY & EXPORT Co.,
No. 5 Siking Road. Sole Agents for China.

Cotton Market

Messrs. A. B. Rosenfeld and Son report as follows:

China Cotton.—Trading was resumed with sentiments undecided owing to the uncertainty of the Silver situation and although there were no developments of importance over the Holidays, offerings were fairly good and the little buying in evidence was sufficient to occasion a slight decline from the value at the closing of the year.

The yarn situation is healthier than ever. In the chief buying centers, Szechuen, Up River, Northern ports and Kiangsu Province, the demand for spot and future yarn has more than exceeded the supply, and prices have advanced from seven to eight taels since the opening of the market.

Under the circumstances, we must say that we do not look for a return to anything like the low level of prices reached at the end of the Year and were it not for the absence of exports an old fashioned bull market in cotton would have easly resulted. The situation is such, however, as to warrant buying on good repressions.

Liverpool, February 26, 1920.

Liverpool Market:

Egyptian F. G. F. Sakellaridis.....95.00 Pence
M. G. Fine Scinde and Bengal.....18.25 „
Good Middling American, Spot.....30.44 „
Good Middling American, March.....27.94 „
Good Middling American, May.....26.77 „
Market: Easier.

New York, March 4, 1920.

New York Market:

Spot .....40.65 Cents
May .....35.62 „
July .....32.90 „
Oct. .....30.30 „
Market: Easier.

Bombay, February 22, 1920.

Indian Market:

Broach 511 Rps. per Khandy.
Market: Easier,

Shanghai Market:

Shensi, Spot.....Tls. 33.50
Tungchow, Spot..... „ 33.00
Tungchow, March/April „ 33.25
Shanghai, Spot..... „ 29.00
Shanghai M. Ginned, Spot..... „ 29.25
Tone of the market: Steady.

Messrs. J. Spunt & Co. report as follows for week ending March 5:

China Cotton.—The reopening of the market after the Chinese New Year Holidays evinced greater activity in commitments for distant deliveries, in which a larger volume of business has been consummated, than in spots, notwithstanding the comparatively lower prices for the latter, which circumstance corroborates the fact of the Mills being fairly well supplied with stocks for the time being.

While receipts from the interior have shown some improvement it has in no way engendered a retrogressive effect on the rates which indicate at the close a firmer tendency and may advance in sympathy with the home markets and the strength in the Yarn market. From information to hand the country has less cotton by about 35 percent than at this period last year. This being the case there is very little danger of any serious break in the market. Tone of the market Firm.

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report dated February 27:

The Chinese New Year holidays are now over, and the market shows signs of recovery. Money is not quite so easy as was anticipated, due to the fact that a great many of the Chinese carry on the China New Year festivities for at least a week.

There has been a slight revival of business, and more has been transacted during the period under review than for some time past.

In Shanghai the market reopened on Wednesday, and a few buying orders have come through at quotations showing an appreciable advance on last week.

Exchange has also weakened somewhat and the weakness is reflected in a sharp advance in the price of Hongkong Banks, which closed last week at $500, and are now quoted $540, buyers, with a small business done between these rates.

Kowloon Wharves.—Have also appreciated to a buying rate of $85, for cash, ex dividend.

Hongkong Docks.—Have advanced to a buying rate of $150 for cash, with $153 done for March, said to be due to "Shorts" covering.

Exchange.—The demand selling rate on London is 5/8¼ and the T.T. selling rate on Shanghai is 65.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 7, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Foochow	Ningshin	12.00	..	..	..	..	11.30
Hongkong and Canton	Kueichow	10.30	..	..	..	..	10.00
TOMORROW							
Manila Direct	E. of Asia	17.00	..	..	..	..	16.30
Japan, Canada, U.S.A. & Europe	Nile	15.00	..	..	..	..	14.30
Japan, Canada, U.S.A. and Europe	Africa Maru	15.30	..	..	..	..	15.00
Vladivostok, Russia and Siberia	Via P. & H.	17.00	..				17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	Ichang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
Japan, via Kobe	Yokohama M.	19.00	..	..	..	..	18.30
Weihaiwei and Chefoo	Fengtien	12.00	..	..	..	..	11.30
W'wei, C'foo, and T'tsin	do	..	12.00	..	..	..	..
Chefoo	Hsinkong	21.00	..	..	..	..	21.00
Amoy and Foochow	Toonan	21.00	..	..	..	..	21.00
Japan Ports	Yokohama M.	..	17.00	..	..	..	..
Vistok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	17.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, March 9.							
Vladivostok, Russia and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Wenchow	Haean	21.00	..	..	..	..	21.00
U.S.A. & Europe via San Francisco	S. Dollar	17.00	..	..	..	..	16.30
Japan Ports	Kumano M.	..	17.00	..	..	..	..
Wednesday, March 10.							
W'wei, C'foo, and T'tsin	Koonshing	..	17.00	..	..	..	..
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	Dunera	..	A17.00	..	..	..	17.00
Weihaiwei and Chefoo	Koonshing	21.00	..	..	..	..	21.00
H'kong, S. Ports, Straits, & Europe via Suez	Dunera	17.00	..	..	..	..	16.30
Manila and Hongkong	E. of Asia	..	18.00	..	..	..	..
Thursday, March 11.							
Swatow & Hongkong	Kwongsang	..	17.00	..	..	..	..
S'tow, H'kong & C'ton	Kwongsang	21.00	..	..	..	..	21.00
Friday, March 12.							
Nagasaki, Kobe, Yhama, Canada, U.S.A. & Europe via Canada	*E. of Russia	..	20.30	..	..	..	17.00

*Fixed provisionally.

A Parcels post at 17.00
B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.
E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 1 hour 35 minutes later than those closed for the previous night train.

Siccawei Weather Reports

5.—The anticyclone well established astride Mean Yangtsze Valley. A depression develops on the sea of Japan, to the S of Vladivostok. Regular winter monsoon, very hard at places. Fine day in N China, overcast in the South.

6.—Cloudless and bright morning, cold pretty sharp. The pressure is still rising. The breezes is playing between N and NE.

Classified Advertisements

SITUATIONS VACANT

HIGH SALARIES paid to expert Advertisement Writers. China is waking up to possibilities of modern advertising. More advertising experts needed. Learn this profession in your spare time. Write for catalog. Office 15A, International Correspondence Schools, 11c Nanking Road.

WANTED, stenographer for outport. Good references essential. Apply to Box 196, THE CHINA PRESS.
28282 M. 7

WANTED, a bright young saleslady. Must be of neat appearance, quick worker, and capable of approaching customers pleasantly. Apply, stating experience, if any, and salary expected, to Box 173, THE CHINA PRESS.
28239

WANTED, for an outport in China young American gentleman for secretarial work. Must be good stenographer; knowledge of accounts preferred. Apply stating salary required and with copies of references to Box No. 158, THE CHINA PRESS.
28237 M. 6

INTERPRETER WANTED. An old-established law firm has a position open for an experienced Interpreter, who is familiar with Mixed Court procedure. Good salary and permanent position. State experience and qualifications. Apply to Box 179, THE CHINA PRESS.
28245 M. 7

WANTED, competent lady stenographer typist, with one or two years' experience. Apply, giving references, to Box 146, THE CHINA PRESS.
28185 M. 7

POSITIONS OPEN at all times for expert bookkeepers. We teach Bookkeeping, Cost Accounting, Higher Accounting, Certified Public Accounting, Railroad Accounting, etc. Instruction easy to understand and apply. Hundreds of I.C.S. graduates in China holding responsible positions. Ask for catalog. Office 15A, International Correspondence Schools, 11c Nanking Road.

GODOWNS WANTED

WANTED, godown or upper floor only, with flat roof for packing and drying produce, if possible in central district. Apply to Box 182, THE CHINA PRESS.
28252 M. 7

PROFESSIONAL

HIGHLY educated lady, experienced teacher, gives lessons in French, Russian, German. Also translations. Room 33, 18 Burkill Road.
28277 M. 10

ENGLISH lessons by qualified English teacher. Special method. Apply 9 Ezra Road.
28276 M. 7

SITUATIONS WANTED

WELL educated Chinese with a good knowledge of stenography, typewriting and bookkeeping seeks position. Apply to Box 180, THE CHINA PRESS.
28428 M. 10

EXPERIENCED Chinese compradore desires position, having excellent business connections; willing to furnish cash security. Apply to Box 172, THE CHINA PRESS.
28234 M. 7

FOREIGNER, with good knowledge of shipping and Customs and general office routine. Apply to Box 135, THE CHINA PRESS.
28169 M. 7

ADVERTISER. Live wire operating sound business with good connections and prospects wishing to connect with additional backing seeks partnership or interest of someone looking for good investment. Reply to Box 171, THE CHINA PRESS.
28232 M. 10

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

Brunner, Mond & Co., Limited

NOTICE

NOTICE is hereby given that as from 1st March 1920, Mr. W. J. Hawkings ceased to have any connection with this Company.
28223

The Shanghai Hotels, Limited

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of The Shanghai Hotels, Limited, will be held at the Registered Office of the Company, No. 14 Kiukiang Road, on Wednesday, the 17th March 1920, at 4 p.m., when the Report and accounts for the 12 months ended 31st December 1919, will be presented.

The Transfer Books will be closed from the 11th March to the 17th March 1920, both days inclusive.

By order of the Board,
E. BURROWS,
Secretary.

Shanghai, 4th March 1920.
28218

FOOCHOW

The San Peh Co.'s Steamer Ningshin, Captain Augestad, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Sunday, March 7th, at about 8.00 p.m. This Steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 16a, Peking Road. Tel. Freight C. 1520 and Passage C. 3283.
28233

PUBLIC STENOGRAPHER

ASTOR HOUSE HOTEL
28113

LOST

B/Lading No. 3 issued by Struthers and Dixon, for *912 Bundles Hoop Steel.* Ex. S/S "Hathaway." Marked *One Red Stripe.* This is now declared null and void, and the public are hereby warned against negotiating same. Duplicate has been applied for.

THOMAS W. SIMMONS & CO.
6 Foochow Road
28191

MOTOR HOUSEBOAT "ROMOLA"

Reg. Tons, 30.38.

OWNER leaving shortly for England, invites tenders for the above well-known vessel.

This boat, which has recently made the round trip to Hankow under its own power, is eminently suitable for either business or pleasure purposes.

Tenders will be received up to the 15th March next, and the owner does not bind himself to accept the highest or any tender.

For plans and particulars apply,
F. WELLS HENDERSON,
No. 21 Connaught Road.
28204

MA CHANG KEE

(Established 1870)

Dealer in all kinds of porcelain, brass and bamboo wares, curios, emeralds, jades, cornelians and gems of all sorts, etc.

All goods sold by us are guaranteed, and articles found to be imitations can be returned within six months of purchase.

Address:
No. 76, Rue Brodie A Clarke, French Concession, Shanghai.
Telephone Central 3157.
27452

VANCOUVER LODGE

Residential Country Hotel
134 SINZA ROAD
Telephone West 1797

Double and single rooms, hot and cold water service. Garages, spacious garden, tennis courts, croquet lawn.

TERMS MODERATE.
27740

The Shanghai Electric Construction Company, Limited.

Notice to Holders of Share Warrants to Bearer Regarding Issue of New Coupons.

NOTICE is hereby given that each Talon attached to a Share Warrant of the Company should be deposited forthwith at the Company's office, 7 Soochow Road, Shanghai, in exchange for a receipt entitling the bearer to exchange such receipt for a new sheet of Dividend Coupons, when these arrive from England. Due notice will be given by advertisement of the time and place for such further exchange. Each Talon must be sent to London before the Company can send the corresponding new Coupons to Shanghai and therefore the sooner the Talon is deposited the sooner the new Coupons can be given in exchange for the receipt now to be issued. Holders are warned that the receipt will be given only to bearer of the Talon which should therefore be sent by a person trusted by the holder.

J. G. SMEATON,
Acting General Manager.
"TRACTION HOUSE,"
7, Soochow Road,
Shanghai, February 18th, 1920.
28017

French Government Loan 1920 5 %

The BANQUE DE L'INDO-CHINE will receive subscriptions to the above loan up to the 20th of March, 1920.

Bonds of 100 Francs will be redeemed within 60 years at 150 Francs each by half-yearly drawings.

Interest at the rate of 5% will be payable twice a year, on the 1st of May and 1st of November.

The Bonds will be free of any tax.

French Rente 3½% and "Bons" and "Obligations" de la Defense Nationale, as well as coupons due or to fall due in the course of the present half-year on these securities will be accepted in payment.

The best conditions of exchange will be given by

THE BANQUE DE L'INDO-CHINE.
29, The Bund.
27854

The Kailan Mining Administration

HOUSEHOLD COAL

On and after 17th November, the price will be $13 per ton delivered (Cash with Order). Application to 1 Jinkee Road. Tel. Central 1115.
28161

KINGMAN & BROS.

How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:—

(1) Cleaning of the teeth quarterly
(2) Filing with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

No. 40, Szechuen Road, Shanghai.

HONMA HOSPITAL

No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

NOTICE

National Loans of 3rd and 4th Year of the Republic.

Subscribers to the above loans are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs,
Peking, 1st March, 1920.
28241

Tel. C. 2768
PROF. I. K. SETO
TURKISH-BATH
and
Massage Establishment
Cor. of Nanking and Szechuen Rd.
Practised 15 years in U.S.A.
Practised 3 years in Shanghai

Dr. R. Holper M.D.

Specialist in Venereal, Skin and Internal Diseases.
85 Szechuen Road
(Corner Nanking Road)

Office hours: 11-1 and 4-6.
Tel. North 1316.
27310

NEW 5% FRENCH GOVERMENT LOAN

Subscriptions to the above loan will be officially opened at Paris on 19th of February and closed on March 20th, 1920.

The BANQUE INDUSTRIELLE DE CHINE at Shanghai is now prepared to receive subscriptions.

The following particulars, relating to the new loan, have been telegraphed from Paris:

The interest derived from the above loan is free of income tax:

REDEMPTION: The loan is redeemable within 60 years by half-yearly drawings. Every 100 Francs Bond drawn will be redeemed at 150 Francs.

CONDITIONS OF PAYMENT:

(a) either in full on application at 100, or
(b) by instalments making altogether 101, as follows:

Francs 25.00 when subscribing.
„ 25.00 on 1st April, 1920.
„ 25.00 on 16th July, 1920.
„ 26.00 on 1st August, 1920.

Making 101 Francs.

INTEREST: at the rate of 5%, payable half-yearly, on 1st May and 1st November.

French Treasury Bonds and Bons de la Defense Nationale may be used for paying for the new loan bonds.

Special favorable exchange will be quoted.

For further particulars apply to
BANQUE INDUSTRIELLE DE CHINE.
27427

MUSK

(TONQUIN)

When you are interested in Musk and are prepared to pay for samples, Please write to Box 474 care of The China Press.

Dr. James Yuking's

Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd floor

NAAMLOOZE VENOOTSCHAP

Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held in the Board Room of the China Mutual Life Insurance Co., Ltd., 10 Canton Road, on Monday, the 29th March, 1920, at 4 p.m.

The Transfer Books of the Company will be closed from the 22nd to the 29th March, 1920, oth days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 6th March, 1920.
28273

NAAMLOOZE VENOOTSCHAP

Maatschappij Tot Mijn-Bosch-En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the Offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Thursday, 29th April, 1920.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 6th March, 1920.
28274

Dr. M. N. Katzen, M. D.

Consulting hours: 12—2 p.m. and 5—7 p.m.

Dr. S. S. Shpilberg, M.D.

Consulting hours: 10—12 a.m. and 3—5 p.m.
Office: 12, NANKING ROAD
Telephone Central 3214
Residence: 45, BOONE ROAD
Telephone North 2035
27802

THE URAL JEWELLERY STORE

The Latest Novelties in Jewellery of every description.

A special line of

URAL STONES

made to order in all colors and in any patterns desired.

Watches and Clocks

and

regulating and repairing of same Engraving neatly executed.

No. 291 North Szechuen Road.
(Opp. Mission Book Store Co.)
28198

FRESH MILK

delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
89 Avenue Dubail
Tel. C. 2175

Dr. E. G. Lobzowsky DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

BOOKS

Bentley's Complete Phrase Code $20.00
Western Union Telegraphic Code (Universal Edition) $30.00
Bookkeeping and Accounting (by Joseph J. Klein), (Ph. D. C. P. A.).....$ 3.00
Democracy and The Eastern Question (by Thomas F. Millard) .....$ 4.00
The New Atlas and Commercial Gazetteer of China (Published by The North China Daily News) $90.00

FOR SALE AT
CHOW TZU KONG BOOKSTORE
111 Szechuen Road Shanghai 周茲康西書莊

For Rent at Peitaiho

Rev. J. H. Pyke's
House at Rocky Point

Two stories, each with verandahs; six rooms electric lighted, comfortably furnished.

Centrally located near Station and best beach.
Rocky Point Assn. 1 Victoria Terrace, Tientsin
27989

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

Telephone: Central Nos. 2385 and 4088.

H. C. WANG

General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036

Dr. FRED M. GENSBURGER

Eye Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,900,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Puket
Bangkok	Karachi	Rangoon
Batavia	Klang	Saigon
Bombay	Kobe	Seremban
Calcutta	Kuala Lumpur	Singapore
Canton	Kuala Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy
Hankow	Peking	(Lower Burma)
Hongkong	Penang	Tientsin
Hollo	Yokohama	

Shanghai Branch 13 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Nouméa	Tientsin
Doudichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $21,000,000

Reserve Liability of Proprietors ... $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Ross Thomson, Esq.
Chief Manager.
Hongkong—N. J. Starr.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad. Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital.. $12,279,800.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,898,933.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital £2,000,000
Reserves £481,000

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.

Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914. and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 891,847.41
Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hau, Manager.
Shu Chin Min, Sub-Manager.
C. C. Yang, Sub-Manager.

International Banking Corporation

Owned by
THE NATIONAL CITY BANK OF NEW YORK.

Capital & Surplus U.S.$10,000,000
Undivided Profits U.S. $450,000

Head Office:
National City Bank Building,
55 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E.C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches:

China	Philippines
Shanghai	Manila
Peking	Cebu
Tientsin	
Tsingtau	Straits Settlements
Hankow	Singapore
Hongkong	
Canton	Dominican Republic
Manchuria	Santo Domingo
Harbin	
India	San Pedro de Macoris
Bombay	
Calcutta	Sanchez
Rangoon	
Japan	Santiago
Yokohama	
Kobe	Puerto Plata
Java	
Batavia	Panama
Soerabaya	Panama
	Colon

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Uruguay
Buenos Aires	Montevideo
Once (Buenos Aires)	Venezuela
Rosario	Caracas
	Maracaibo
Belgium	
Antwerp	Siberia
Brussels	Vladivostok
Spain	Italy
Madrid	Genoa
Barcelona	
Brazil	Porto Rico
Bahia	San Juan
Pernambuco	
Porto Alegre	Colombia
Rio de Janeiro	Medellin
Santos	
Sao Paulo	Russia
	Moscow
Chile	Petrograd
Santiago	
Valparaiso	Trinidad
	Port of Spain

Branches in Havana and 21 of the principal cities of Cuba.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital ... Sh. Tls. 5,000,000
Paid-Up Capital 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

G. MARSHALL.
Chief Manager.

華中銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital .. $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 54,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shansi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	S. Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuYokohama	Osaka

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.

Tel. Central 1929 Managers' Office
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Betoe
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000
Head Office, Branches & Agencies.
Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

Li Ming, *Manager.*
Chen Sin Tseng, *Sub-manager.*
Zai Moh Zung, *Sub-manager.*

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital (fully paid)	.....H.$	2,000,000.00
Reserve Fund	...H.$	400,000.00
Investment reserve fund	...H.$	40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis (Mauritius)
Delhi	Kota Bahru	
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Asia Banking Corporation

CAPITAL $4,000,000 SURPLUS $1,100,000
An American Bank
Cable: BANKASIA Tel. S'hai C. 1325

Head Office: New York City
Head Office for the Far East: Shanghai
Corner Kiukiang and Kiangse Roads

Other Branch Offices:
Canton, Changsha, Hankow, Hongkong, Manila, Peking and Tientsin

ANNOUNCEMENT

By appointment of the Italian Treasury the Asia Banking Corporation has official charge of the placing of the sixth Consolidated Italian Government 5 percent Loan (1920) in China.

The subscription list will be open until March 10th for the sale of Bonds with coupons to the 31st December, 1920, attached. The Bonds are in denomination of Lire 100, and the issuing price will be Lire 87.50 plus interest from January 1st to the day of payment. The Italian Chamber of Commerce are working in close co-operation with this bank on this proposition.

On account of the present favourable rate of exchange, these Bonds offer an attractive investment.

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

PARK-UNION

FOREIGN BANKING CORPORATION
Fully Paid Capital and Surplus $2,250,000
HEAD OFFICE, NEW YORK
Owned and controlled By
The National Park Bank, New York Union Bank of Canada

BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

THE SHANGHAI COMMERCIAL & SAVINGS BANK LTD.

AS a customer of this institution, you are entitled to the best business advice, all the facilities, and convenience of the Bank.

WE shall be pleased to meet you personally, and render you every possible assistance.

YOUR business is solicited with a pledge that it will be handled with accuracy, promptness and courtesy.

Cable Address: "COMSAVBANK"
K. P. Chen,
General Manager.

Sailed from Shanghai

For San Francisco		
Colombia	Feb.	1
West Hepburn	Feb.	3
Satanta	Feb.	7
Broad Arrow	Feb.	1
Grace Dollar	Feb.	1
West Selene	Feb.	17
Korea Maru	Feb.	26
Venezuela	Mar.	3
For Tacoma		
Justin	Feb.	19
Javary	Feb.	27
For Seattle		
Suwa Maru	Feb.	8
Cross Keys	Feb.	27
Kashima Maru	Mar.	2
For Galvestone		
West Cheswald	Feb.	20
For New York		
Ariosto	Feb.	11
Suveric	Feb.	24
Moorish Prince	Feb.	29
For London etc.		
St. Francis	Feb.	3
Agapenor	Feb.	4
Kamo Maru	Feb.	7
Toyama Maru	Feb.	7
Somali	Feb.	9
Nagoya	Feb.	13
Elpenor	Feb.	13
Pyrrhus	Feb.	20
Iyo Maru	Feb.	20
Atsuta Maru	Mar.	2
Kashmir	Mar.	4
For Liverpool		
Demodocus	Feb.	12
For Rotterdam		
Polyphemus	Feb.	10
For Hamburg		
Hudson Maru	Feb.	3
Ume Maru	Feb.	23
For Genoa		
Glenamoy	Feb.	1
Glenavy	Feb.	24
Glenariffe	Mar.	4
For Marseilles		
Scharnhorst	Feb.	14
Porthos	Feb.	15
Commandant Mages	Mar.	4
For Trieste		
Persia	Feb.	29
For Bombay		
Dilwara	Feb.	12
For Calcutta		
Takada	Feb.	19
Arratoon Apcar	Feb.	25
For Saigon		
West Kader	Feb.	29
For Singapore		
England Maru	Feb.	28
Texas Maru	Mar.	5
Orteric	Mar.	6
For Java ports		
Tjikini	Feb.	16

Launch Services

TODAY

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Amazone will leave the M.M. jetty (French Bund) at 9 a.m.

Tuesday, March 9, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9:30 a.m.

Wednesday, March 10, 1920

The tender conveying passengers and mails on board the C.P.O.S. s.s. Empress of Asia will leave Customs jetty at 9 a.m.

Friday, March 12, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs jetty at 2 p.m.

Banque Industrielle de Chine

Capital authorised	Frs.	250,000,000
Capital subscribed	„	150,000,000
Capital paid up....	„	75,000,000
Reserve	„	30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris

BRANCHES:
Marseilles, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton, Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts

Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted Savings accounts in Gold and local currency.

G. LION,
Manager.

Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on March 3, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	18-20
Cod	„	18-20
Mandarin	„	30-40
Mackerel	„	14-16
Pomfret	„	none
Salmon	„	18-20
Samli	„	none
Soles	„	16-20
Whitebait	„	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	each	60-90
Hare	„	none
Eggs	per doz.	20-24
Fowl	per lb.	20-22
Geese	each	$1.00-$1.20
Partridge	„	none
Pheasant	„	none
Pigeons	„	25-30
Quail	„	20-22
Snipe	„	18-20
Teal	„	18-20
Turkey	per lb.	70-75
Woodcock	„	50-55
Wild Duck	„	40-50
Wild Geese	„	50-60
Wlid Pigeons	„	none
Fruit		
Apricots	per lb.	none
Apples	„	16-20
Bananas	„	5-6
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	5-6
Lichees	per lb.	none
Mangoes	each	none
Oranges	per lb.	8-12
Peaches	per lb.	none
Pears	„	10-12
Persimmons	„	none
Peeboes	„	none
Plums	„	none
Pumeloes	each	15-20
Pineapples		none
Strawberries	per lb.	none
Walnuts	per lb.	18-20
Vegetables		
Artichokes	per lb.	4-5
Asparagus	per doz.	none
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	4-6
Carrots	per bunch	2-3
Cauliflower	each	10-20
Celery	per bunch	2-16
Egg Plant	per lb.	6-8
French Beans	„	25-30
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	per lb.	8-10
Parsnips	per bunch	6-8
Peas	per lb.	8-10
Potatoes	per picul	$3.50-$4.00
Spinach	per lb.	4-5
Tomatoes	„	15-25
Turnips	per bunch	1-3
Grain And Flour		
Flour, American	50 lbs.	$4.50
Flour, Australian	„	$3.80
Flour, Shanghai	„	$2.60
Rice	200 lb.	$8.40-$9.00
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fuel		
House Coal	per ton	Tls. 18.50
Stove Coal	„	Tls. 22.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

Man Taxing His Ingenuity To Save Riches Lost In Sea

One Davy Jones Problem All The Engineers Are Trying To Solve—Question Of Raising The Lusitania A Hard One—Limit To The Activities Of The Diver

By J. WAINWRIGHT EVANS

(In The Nation's Business, Official Organ of the Chamber of Commerce of the United States)

Harken to a deep-sea riddle—a question now being asked on all sides: "What portion of the six billion dollars' worth of shipping that the U-boat sent to the bottom, during the war, can be retrieved? There lies a treasure besides which all the treasure ships of history that have sunk in all the seven seas are a small matter. Can we get back all of it, or only a part of it?" It involves merely human endurance. The physical limit of performance of a certain man in a rubber suit is, for the present at least, the only consideration.

A man, clad in a suit of rubber, with his head in a grotesque helmet, his waist and feet weighted with some 90 pounds of lead, his body supplied with air at any needed pressure by power pumps, his ear and mouth to a telephone! He swings from the deck of a ship and descends many fathoms to a sunken wreck.

Dead men may bob and bow in ghastly solemnity to him as he moves through haunted chambers in those depths.

Suppose his lines foul or his air is cut off? He may also slip from near the surface and fall to great depths, where the insufficient air pressure inside his suit may crush him up into his helmet. He may lose control of his suit and find himself head down and helpless; he may accidentally cut or tear the rubber of his suit, and so be drowned; he may be poisoned by excess of oxygen; he may "blow up"—that is, may come to the surface too rapidly—and find himself in the agonising clutch of the cassion disease, his blood bubbling with escaping nitrogen like an uncorked bottle of champagne—in which case only quick recompression can save him from an agonising end.

A perilous and terrible flirtation with death, a daily engagement in work whose physical conditions must shorten his life—that is the lot of the professional diver. He makes his matter-of-fact observations, judges the engineering problem involved in any work of salvage; and later, alone or in company with others, descends to the under-water world again.

WORK UNDER THE WAVES

With great pontoons that lift the dead weight of the wreck with the tides; with patches and plates and steel cables; with submersible pumps that shoot water out of the hulk geyserlike to the surface; with the acetylene torch, whose tongue of fire can lick its way under water right through the ship's steel side; with dynamite that destroys the hull but bares the cargo; with great cofferdams built from the ship's gunwale to the surface and then emptied till she rises; with big iron bodkins by which cables are slipped under the hulk like so many strands of tape—with these and every other adaptation of land engineering which can be made, the man in the rubber suit and the steel helmet brings all or a portion of that lost ship and cargo up to this, our world. Even her papers and chronometers he restores; everything, indeed, but the lives that went down with her when she sank.

Essentially diving is an art. Apparatus may some day be devised which will take the place of the man in the rubber suit. So far it has not. Therefore this remains the main fact in modern salvage enterprise—that no diver can operate to advantage at a depth of more than 150 feet, and that the extreme record of salvage operations—the case of the F-4 in Honolulu Harbor—has been 300 feet. (And the F-4 was a very small boat, with a dead weight of only 250 tons. It took months to get her in by raising her on the tides with pontoons. Compare that job with the problem of a 5,000-ton freighter.)

A HUNT FOR TREASURE

Any hunt beneath the sea is a hunt for treasure, whether it be a gold-ballasted Spanish galleon that sank in ancient days or a coal-laden barge that sank in a last Winter's storm in Long Island Sound. It is something more than an interesting commercial possibility. It has a tang of romance.

Professional salvage men generally laugh at all dreams of practicable operations at great depths, particularly in the open sea. Vastly improved methods, they will tell you, may sometimes make 300 feet a practicable depth; but anything beyond that is as inaccessible as the moon.

The limit of salvage, however, is not altogether the limit of depth. There are many wrecks at easily accessible deptns which cannot be recovered. Some seas are so stormy, for example, that any attempt involving operations extending over a period even of days is certain to be broken up by the weather.

The question has often been asked "Cannot the Lusitania be re-covered?" The Lusitania lies about nine miles off the south Irish coast at a depth of 320 feet. It is conceivable that engineers could raise her if they were given enough money to do it with. But the cost would be enormous, and commercially it would be a loss, that is the case with hundreds of others which lie at much less depth. Since salvage is a business, this question of cost is vital.

There seems to be no doubt, however, that salvage work will now be organised on a much bigger scale than ever in the past, and that the field is big enough to permit the employment of apparatus so big and so costly that nothing but its constant and profitable use could make it pay.

The men back of most deep-sea salvage are the underwriters.

The ownership of a big merchant marine in this country will naturally develop underwriting; and underwriting here, as in England, will develop a very big salvage business.

THE THRIFT OF THE ENEMY

While the U-boat campaign was at its height certain German publications announced the discovery of a process for raising sunken ships from great depths.

One writer has pointed out that when the U-boat campaign first started the Germans made it a point to sink ships at less than fifty fathoms—apparently with the thrify purpose of salvaging them later by the use of their new device. They were soon driven out into deep water, however, and sunk where and when they could.

The steel shell idea involves, in addition to a casing capable of withstanding any pressure, heavily glassed portholes, strong lights and mechanical arms operated by power apparatus for attaching tackling to the hull. It is conceivable, for example, that the recently invented methods of using an acetylene torch under water might make practicable some device for making holes in a ship's hull, and so allow the passage of an attachment that would open out when it got inside and thus afford the necessary hold for cables.

SOME SUGGESTED DEVICES

Another possibility is an attachment capable of riveting plates to a ship's hull for closing holes, or to afford a grip for cables. Still another is a self-propelled electromagnetic automation, which it is claimed, will go down the side of a hull, go under it, and up on the other side, blowing away sand and gravel as it goes, and trailing a cable behind it.

One inventor claims to have devised a mechanical hand with twelve fingers operated by a sliding rod. It is said that this hand can pick up a piece of paper from a flat table and that it could be operated either by a man in a metal suit or through the sides of a rigid shell.

A device recently announced by Simon Lake, inventor of the modern submarine, is in the form of a long tube having a kind of diving bell at the end. Inside is an air lock which keeps back the water and enables the man at the bottom to walk on the ocean bed and explore at will. But, of course, it does not keep him from the pressure. It is believed that this new device will make easy and cheap many salvage operations which might otherwise be costly or impracticable.

VESSELS SUNK IN WAR

During the war the Germans sank one-fourth of the world's shipping, fifteen million tons. The British alone lost 2,465 ships with their crews, and 3,147 ships were sunk and their crews set adrift. That makes nearly 6,000 British ships alone, from fishing smacks to great liners. From 1915 to 1919 the British salvaged about 500 of these. Most of that number, however, were ships that had been beached. It was simply a question of patching them at low tide and pulling them off with tugs at high tide.

The value of the recovered tonnage and cargoes is about $250,000,000. Some of the work has involved notable exploits.

The apparatus relied on was mostly improved pumps, and six lifting lighters converted from hopper dredges, and capable of supporting a strain of 2,000 tons with three-inch wire cables.

One notable instance was where a collier was sunk at her anchorage at Rosyth, and they lifted her; her weight being 2,700 tons. That broke all records. The limit had been pronounced 2,000 tons. The collier was soon in use again, as good as ever.

The case of the Laurentic is another of special interest, because it involved the rescuing of bullion valued at $9,500,000. The divers, working at a depth of 23 fathoms, forced the strongrooms with explosives, and then passed up the treasure.

OUR PART IN IT

But the thing about this wonderful record which few Americans realise is that the United States Navy played a very substantial part in it. The recent arrival at Brooklyn Navy Yard of U. S. S. Favorite from overseas drew nothing more than a paragraph in the newspapers, and yet the Favorite and her crew had spent a year doing work that was simply one long thrill.

I knew, because I went over to the navy yard and met Captain N. E. Cook, her commander, and sat for two hours in his cabin while he told me, in matter-of-fact tones, of exploits that compare in danger and difficulty with any you can find in all the stories of the war.

It was a tale of daring and of engineering skill. He told of sinking ships kept afloat in the midst of raging storms; or burning ships sunk to put their fires out, and then raised; or days and days when the whole crew went without food or sleep, hurrying from one spot to another in the worst weather the Bay of Biscay and the North Sea could muster, to pull one ship after another out of trouble; of exploits performed in co-operation with the British, and of the friendly rivalry in which each tried to excel the other; of boys in his crew who became men under that training; of a shipload of flour packed so tight that the sea water didn't penetrate it, and the crew had white bread the rest of the season in consequence; of Christmas celebrated when they finally landed in France, late in January, and of the way they fed upon duck, turkey and plum duff.

I have dealt only in a most general way with the limitations of the diver as to depths, for that is really another story. It may be worth while, however, to explain briefly the physiological reasons why a man may be severely injured by pressures which he finds endurable.

UNDER FORCED DRAFT

One reason is that oxygen at excessive pressure is a poison; and if a man remains in it too long, he dies. Men who work at great depths absorb such quantites of oxygen that they work, as it were, under forced draft, and experience great exhaustion afterward.

The other chief reason why great pressures are bad is the taking up by the blood and tissues of nitrogen in solution. The pressure at 281 feet is 130 pounds to the square inch. That, on a man's body, gives a total of about 270,000 pounds the weight of a large freight locomotive. The reason the man isn't crushed is that his body takes up the pressure through his lungs, and so conditions are balanced.

Air, of course, is pumped down into the diving suit to keep it distended. The nitrogen in the air, unlike oxygen, does not disappear in chemical combination when it enters the blood. It is in solution. From the blood it is taken up by the watery tissues, and, last of all, by the fatty tissues, and these give it up most slowly also. The mass of the whole body being twenty times that of the blood, takes up about as much nitrogen as the blood.

FAT MEN, POOR DIVERS

The result of this is a supersaturation of nitrogen the moment there is diminished pressure. The consequence of bringing a man to the surface quickly, therefore, is precisely similar to that of uncorking a bottle of ginger ale, or any charged liquid. Bubbles form, and the only remedy is recompression. It is, however, possible to open a bottle of ginger ale so slowly that no bubbles form. Decompressing a man gradually gives the same kind of a result. The nitrogen passes out of his body little by little.

That is why it takes four hours to decompress a man who has been down 281 feet for an hour. And that is why the practicable results of work at that depth are so slight.

Because of the slowness with which fatty tissues decompress, fat men make poor divers and plump men only fairly good ones. It is a thin man's profession. If a plump man will dive, he is limited to ten fathoms and to short exposures. Men more than forty-five years old should not dive at all.

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HANKOW & PORTS.—The Str. Wuchang, Capt. Pickard, will leave on Sunday, March 7, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. Hwahta, will leave on Sunday night. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Monday, March 8, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passage Outside Office Hours Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Monday, March 8, at about 12 o'clock Midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Kiangyu, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Tachi Maru, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on Tuesday, March 9, at about o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 16, Canton Road.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, March 9, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passage Department. After Office Hours Central 250.

HANKOW & PORTS.—The Co.'s Str. Fengyang Maru, Capt. S. Takauo, will be despatched from N.Y.K. Mail Wharf on Wednesday, March 10, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 16, Canton Road.

HANKOW & PORTS.—The Co.'s Str. Suiyang Maru, Captain H. Yamasita, will be despatched from the N.Y.K. Pootung Wharf on Thursday, March 11, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 16, Canton Road.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Chartered S.S. Hwahlee, 1,151 Tons Captain Lee, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, March 11, at about Midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passage Outside Office Hours Central 250.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Hunt's Wharf on Friday, March 12, at about Midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passage Department. After Office Hours Central 250.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on Friday, March 12, at about 12 o'clock midnight. For Freight or Passage apply to **THE NISSHIN KISEN KAISHA.** No. 16, Canton Road.

For Southern Ports

HONGKONG & CANTON.—The Str. Hsintah Capt. J. Glen, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Kueichow, Capt. J. A. McCulloch, will leave from the French Bund direct for the above ports on Sunday, March 7, at noon. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edward, will leave on Monday, March 8, at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Captain D. D. Ross, will leave on Tuesday at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW.—The Str. Hacan, Capt. F. H. Wallace, will leave on Tuesday at noon. For Freight or Passage apply to C.M.S.N. Co.

AMOY & FOOCHOW.—The Str. Toonan, Capt. C. Taylor, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Ichang, Captain J. S. DeWolf, will leave from the French Bund on Tuesday, March 9, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. Kohoku Maru, Capt. M. Tsubaki, will be despatched from the Co.'s Y'poo wharf on March 13. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA** No. 4, The Bund. Tel. No. 4234.

For Northern Ports

TIENTSIN Direct.—The Str. Hsinming, Capt. Mackinnon, will leave on Sunday at 2 p.m. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Monday, March 8, at 1 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. Hsinkong, Capt. A. B. Baines will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

DAIREN via TSINGTAO.—The Steamer Keelung Maru, Captain Y. Fukami, will be despatched from the Co.'s Y'poo wharf on March 23, For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

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TACOMA AND SEATTLE CALLING AT VICTORIA B.C., via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Africa Maru, Capt. H. Yamamoto, will be despatched on 9th March. Through Bills of lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

LONDON, Via Singapore, Colombo, Portsaid, Antwerp, Rotterdam and Hamburg.—The Str. Andes Maru, Captain T. Kamiashi, will be despatched from the Co's No. 9 Buoy on or about the 27th, of MARCH. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

NEW YORK VIA PANAMA, JAPAN PORTS, AND SAN FRANCISCO.—The Str. Amur Maru, Capt. T. Konishi, will be despatched from the Shanghai wharf on or about April 14. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
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For Europe
Per P. and O. s.s. Dunera Mar. 10

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S.S. "ICHANG" .....sails March 9th, at daylight.

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*HAVANA MARU ..	15,000	———	End of April

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FOR HONGKONG

AFRICA MARU	18,000	H. Yamamoto,	May 11 May 12

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KEELUNG MARU ...	3,000	Y. Fukami,	Mar. 21 Mar. 23

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

KOHOKU MARU	5,000	M. Tsubaki,	Mar. 11 Mar. 13

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Telephone No. 3229.

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Steamer	Date	Steamer	Date
West Cactus*	In port	Colorado Springs*	Mar. 17
West Jessup†	In port	West Cactus*	Apr. 1
West Segovia*	Mar. 20	West Jessup†	„ 11
Elkhorn*	„ 25	Elkhorn*	Apr. 25

(If inducement offers)

* San Francisco † Seattle
Through B/Ls issued to all Overland Points in U.S.A. and Canada

ATLANTIC & GULF PORTS VIA PANAMA SERVICE

Due INWARD		Sailing OUTWARD	
Moreland*	Apr. 15	Moreland*	Apr. 19
West Embrie†	„ 30	West Embrie†	May 4
Editor†	„ 30	Editor†	„ 4
and Fortnightly		and Fortnightly	

* Baltimore † New Orleans
For rates, space or other particulars, apply to

EXECUTIVE OFFICE FOR THE FAR EAST, Shanghai, China.
L. EVERETT, Vice-Pres.

SHANGHAI OFFICE, 7, Jinkee Road, Tel. Central 2557.
J. S. EMENS, Agent
Telegrams "DIXSTRUTH"

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Tel. Central 181.
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Trieste and Venice

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*S.S. "INNBRUCK" about 22nd April
* Carrying Passengers.

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VIA PANAMA

S.S. "SAGAPORACK" .....March 25
S.S. "WINYAH" .....April 20

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53 Szechuen Road. Telephone C. 1471
26779

P. & O., British India, Apcar, E. & A. S.S. Lines
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via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. 'BANCA" (cargo only) 16th March
S.S. "KHIVA" 1st April

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DUNERA 11th March

FOR CALCUTTA via JAPAN
S.S. "JAPAN" 13th March

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Emp. of Japan	Apr. 1	†Monteagle	Mar. 16
Emp. of Asia	Apr. 10	*Via Manila	
Monteagle	Apr. 19	† To Hongkong direct.	
Emp. of Russia	May 8		

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(SUBJECT TO CHANGE)

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FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA" Sailings cancelled until further notice
S.S. "NILE" .....MARCH 9th
S.S. "NANKING" .....MARCH 26th
*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT
S.S. "CHINA" Sailings cancelled until further notice
S.S. "NANKING" .....MAR. 13th
S.S. "NILE" .....MAY 5th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

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	Tons		
SHIDZUOKA MARU.	12,500	Capt. K. Asakawa,	Mar. 15
KAGA MARU	12,500	Capt. N. Segawa,	Mar. 29

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For Portsaid, Marseilles and Liverpool, via ports.
TOBA MARU ..... 15,000 Capt. G. Ohta, End of March

For London, Antwerp, Rotterdam, and Hamburg via ports:—
DAKAR MARU .... 13,000 Capt. Biginning of April

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, and Seattle:—
FUSHIMI MARU .. 21,000 Capt. T. Irisawa, Mar. 22
KATORI MARU .... 21,000 Capt. E. Tozawa, April 17

NEW YORK VIA PANAMA

TOTTORI MARU ... 13,500 Capt. M. Taniguchi, Mar. 9
GENOA MARU .... 13,000 Capt. April 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU .. 5,000 Capt. Y. Yoshida, Mar. 9
WAKANOURA MARU. 4,500 Capt. K. Toukuda, Mar. 16
YAMASHIRO MARU 7,000 Capt. T. Terada, Mar. 23

FOR JAPAN

YOKOHAMA MARU ..... Capt. K. Okamoto, Mar. 10

SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

KUMANO MARU ... 9,500 Capt. S. Saeaki, Mar. 10
YAWATA MARU ... 7,000 Capt. G. Shinomiya, Mar. 13
OMI MARU ..... 7,000 Capt. M. Yamasaki, Mar. 17
TAKESHIMA MARU.. 4,500 Capt. K. Kobayashi, Mar. 20

FOR HONGKONG

KATORI MARU .... 19,000 Capt. E. Tozawa, Mar. 29

FOR MANILA AND HONGKONG

SUWA MARU ..... 21,000 Capt. R. Shimidzu, April 16

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

TANGO MARU .... 14,000 Capt. M. Nishimura, Mar. 24
NIKKO MARU .... 10,000 Capt. G. Yamasaki, April 21
AKI MARU ..... 12,500 Capt. S. Shibata, May 19

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
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AGENTS
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Departures

Date		For	Ship's Name	Flag	Agents
Mar.	5 —	Vladivosto	Simbirsk	Rus.	R.V.F.
Mar.	6 —	River ports	Tatung	Br.	B. & S
Mar.	6 —	River ports	Suiwo	Br.	J.M. & Co.
Mar.	6 —	River ports	Tafoo Maru	Jap.	N. K. K.
Mar.	6 —	Japan	Takeshima M.	Jap.	N. Y. K.
Mar.	6 —	Japan	Yamashiro M.	Jap.	N.Y.K.
Mar.	6 —	Japan	K. Companion	Br.	B. & S
Mar.	6 —	Japan	Paul Lecat	Fr.	M. M. Cie
Mar.	6 —	Chefoo, Tientsin	Wosang	Br.	J. M. & Co
Mar.	6 —	Chinwangtao	Klangping	Br.	K.M.A.
Mar.	6 —	Chinwangtao	Kwangping	Br.	K.M.A.
Mar.	6 —	Wuhu	Daishin Maru	Jan.	S. Shokai
Mar.	6 —	Hongkong, Canton	Kweilin	Br.	B. & S.
Mar.	6 —	Tsingtau	Yingchow	Br.	B. & S
Mar.	6 —	Manila	Abercos	Am.	A. Line
Mar.	6 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co

Arrivals

Date		From	Ships Name	Flag	Agents
Mar.	6 —	Ningpo	Kiangteen	Chi.	C.M.S.N Co.
Mar.	6 —	Chinwangtao	Hwahhein	Chi.	H. H. Co.
Mar.	6 —	Japan	Tokei Maru	Jap.	M.B.K.
Mar.	6 —	Foochow	Toonan	Chi.	C.M.S.N. Co.
Mar.	6 —	Cruise	Chuentiao	Chi.	Customs
Mar.	6 —	Cruise	Tiuhsing	Chi.	Customs
Mar.	6 —		Standard Arrow	Am.	Socony.
Mar.	6 —	Pukow	Ichang	Br.	B. & S.
Mar.	6 —	Swatow	Ksang	Br.	J.M. & Co.
Mar.	6 —	Seattle, ports	West Jessup	Am.	S. & Dix
Mar.	6 —	Japan	Kaijo Maru	Jap.	M.S.K.
Mar.	6 —	River ports	Poyang	Br.	B. & S.
Mar.	6 —	River ports	Kutwo	Br.	J. M. & Co.
Mar.	6 —	River ports	Suiyang Maru	Jap.	N. K. K.
Mar.	6 —	Tientsin, ports	Fengtien	Br.	B. & S.
Mar.	6 —	Hongkong	Kweichow	Br.	B. & S.
Mar.	6 —	Wuhu	Simferopol	Br.	B. & S.
Mar.	6 —	Chinwangtao	Shinon	Chi.	S.P.S.N. Co.

Financial And Commercial News

Rubber Outputs

	Jan.	Feb.
Alma	30,000	23,000
Amherst	4,393	
Anglo-Dutch	88,300	
Anglo-Java	200,500	
Ayer Tawah	31,718	29,846
Batu Anam	29,200	
Bukit Toh-Alang	22,377	12,400
Bute	21,500	
Chempedak	15,000	11,700
Chemor	27,203	22,422
Cheng	20,650	16,012
Consolidated	58,000	52,300
Dominion	46,201	
Gula Kalumpong	157,000	136,000
Java Consolidated	79,300	
Kamunting	30,622	
Kapala	11,748	
Kapayang	—	—
Karan	13,000	
Kota Bahroe	43,480	37,807
Kroewoek	56,900	
Langkat	63,806	
Padang	22,600	
Permata	9,137	
Pengkalan	—	—
Repah	22,500	
Samagaga	25,030	23,200
Semambu	21,953	18,698
Senawang	14,557	14,557
See Kee	—	—
Shanghai-Seremban	17,000	13,770
Shanghai-Kelantan	20,000	
Shanghai-Pahang	19,118	
Shanghai-Klebang	12,100	12,659
Shanghai-Sumatra	—	—
Sua Manggis	—	—
Sungala	16,359	
Sungei Duri	32,544	27,981
Taiping	11,131	
Tanah Merah	35,000	
Tebong	84,850	65,000
Ulobri	5,300	
Ziangbe	64,600	

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THE MANAGEMENT.

Exchange and Bullion

Shanghai, March 6, 1920.

Money and Bullion

Sovereigns: buying rate,
@ 8/-=Tls. 2.50
@ exch. 73.4=Mex. $3.406
Gold Dollars: Bank buying rate,
@ 145¼=Tls. 68.85
@ exch. 73.4=Mex. $93.80
Mex. Dollars: Market Rate 73.1875
Shanghai Gold Bars: 978 touch Tls. 164
Bar Silver 998 touch ....
Copper Cash .... per tael 1870
Native Interest ..... Tls. 04

Latest London Quotations

Bar Silver ..... 77⅞d.
Bank Rate of Discount 6%
Market Rate of Discount:
Bank Rate of Discount 6%
3 m/s. 5⅛%
4 m/s. 5⅛%
6 m/s. 5⅛%
Ex., Paris on London Fr. —
Ex., New York on London T.T. G.$3.60

Exchange Opening Quotations

London ..... T.T. 8/-
London ..... Demand 8/0¼
India ..... T.T. 304
Paris ..... T.T. 2000
Paris ..... Demand 2002
New York ..... T.T. 145
New York .... Demand 145¼
Hongkong ..... T.T. 67
Japan ..... T.T. 32¾
Batavia ..... T.T. 362

Bank's Buying Rates
Nominal

London ....4 m/s. Cdts. 8/4½
London ....4 m/s. Docy. 8/4¾
London ....6 m/s. Cdts. 8/5¾
London ....6 m/s. Docy. 8/6
Paris ..... 4 m/s. 2150
New York ..4 m/s. Docy. 155¾

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 9,500 ..... =Tls. 100
" 100 .... =Mex. $1.43

Exchange Shop Rates

Buying: 100 Old Roubles $1.90
" 100 New " $1.40
Selling: 100 Old " $2.05
" 100 New " $1.50

CUSTOMS HOUSE EXCHANGE RATES FOR MARCH

Hk. Tls. 2.11 @ 8/6¼ £1
" 1 @ 2083 Fr. 23.20
" 0.62 @ 144¾ Gold $1
" 1 @ 31 Yen 3.59
" 1 @ 322¼ Rupees 3.60
" 1 @ — Roubles —
" 1 @ 1.50 Mex. $1.50

Stock Exchange Transactions

Shanghai, March 6, 1920.

OFFICIAL

Java Consolidated Tls. 10.00
Tebongs Tls. 10.00
S'hai Waterworks Tls. 100.00
Y'poo Cotton Tls. 34.25 March
Tls. 34.50 March
Ewo Cotton (ord.) Tls. 650.00
S. & H. Wharf Tls. 127.50
S. & H. Wharf 6% Debs. @ Tls. 85.00
Gulas Tls. 4.50
Langkats (Com.) Tls. 14.25

UNOFFICIAL

Kungyik Cotton Tls. 48.00 Mar.
Y'poo (ord.) Tls. 34.00 March
Tls. 39.00 June
Tls. 39.50 June
S.M.C. 7% Debs. 1918 Tls. 92.50

American Manufacturers Export & Import Corporation
ELECTRIC MACHINERY
Sole Agents Wagner Electric Mfg. Co., St. Louis

Machine Tools
Carroll and Jamison Lathes
Barnes All Geared Drills
:: Stocks on Display ::

10 Nanking Road
R. L. Stevens, Mgr. Tel. Central 1840

Shanghai Produce & Stock Exchange Transactions

Shanghai, March 6, 1920.

Japanese Bond: 5%
Tls. 29.50 March
Tls. 30.00 April
Tls. 30.60 May
Yangtszepoo Cotton Mill
Tls. 35.90 May
Jap.-China S. & W. Co.
Tls. 60.50 March
Tls. 62.00 April
Tls. 64.00 May
Shanghai P. & S. Exchange
Tls. 82.30 March
Tls. 85.50 April
Tls. 88.20 May

LOCAL YARN:
Local Yarn For Standard 16's
Tls. 207.00 March
Tls. 207.20 April
Tls. 207.70 May
Tls. 207.90 June
Tls. 208.00 July
Water Moon 16/20's
Tls. 226.50 March
Tls. 226.10 April
Tls. 227.00 May
Tls. 226.50 June

COTTON:
Tung Chow Cotton
Tls. 32.60 March
Tls. 32.30 April
Tls. 34.00 May
Tls. 34.50 June
Tls. 35.00 July
Tls. 35.00 August

Rubber Price

Messrs. Meyer and Measor, Singapore, report that the auctions last week showed prices of Cents 105 to Cents 107 for Pale Crepe and Cents 108 to Cents 110½ for Smoked Sheet, the tendency of the market being unsettled.

Silk Market

Messrs. William Little and Co. write as follows in their report dated March 5:

White Silk.—The market continues devoid of interest.

Yellow Silks are in demand at full rates.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated March 5:

A fair amount of business has passed through the exchange since last week and generally speaking the market has been steady with a slightly stronger tendency at the close of business today. There is a steady demand for Rubbers at present low quotations which, however, do not attract sellers. Cottons generally continue to provide the chief interest and rates have advanced a little in both cash and forward business.

Hankow Market

Hankow, February 25, 1920.

Finance and Money Market

Owing to the China New Year Holidays on the 20th-24th very little business was done. Taels T.T. on Shanghai closed at 96.7 Chinese Market. Dollars 79.3-70.5 buyers and sellers respectively. Interest 18 percent before China New Year and 2 percent on the re-opening today, the 25th. The Chinese generally may be said to have had a good year and no failures are reported locally.

IMPORTS

Market closed on account of China New Year.

EXPORTS

Market closed on account of China New Year.

PARIS EXCHANGE

(French Wireless Service)

Paris, March 5.—Exchange quotations:

London	—
New York	13.93
Belgium	103.74
Spain	246.56
Italy	77
Rumania	19.50
Switzerland	233.23

French War Loans:

3 percent	57.90
4 percent 1917	70.85
4 percent 1918	71.50
5 percent	87.95

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J. W. MILLER
Manager

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B.	$450 B.
Chartered	450
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	Tls. 390
North China	$140 B.
Union of Canton	Hk. 180 S.
Yangtsze	$210 B.
Far Eastern Ins. Co., Ltd.	Tls. 19
Fire Insurances.	
China Fire	$138
Hongkong Fire	$300
Shipping	
Indo-China Def.	$215 Sa.
Indo-China Pref.	$20
"Shell"	255/- S.
Shanghai Tug ord.	Tls. 37½
Shanghai Tug pref	Tls. 35½ S.
Mining	
Kaiping	Tls. 18 B.
Oriental Cons.	20/-
Raub	$1
Docks	
Hongkong Dock	Tls. 150 B.
Shanghai Dock	Tls. 107 B.
New Eng. Works	Tls. 29 B.
Wharves	
Shanghai Wharf	Tls. 127½ B.
Hongkong Wharf	Tls. 85
Lands and Hotels	
Anglo-French Land	Tls. 61 B.
China Land	Tls. 50
Shanghai Land	Tls. 61½ B
Weihaiwei Land	Tls. 3
S'hai Hotels Ltd.	Tls. 16 B.
China Realty (ord)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.) Tls.	Tls. 525
E-wo Pref	Tls. 82
Laou-kung-mow	Tls. 400 B.
Oriental	Tls. 290
Shanghai Cotton	Tls. 335 B.
Kungyik	Tls. 45½
Yangtszepoo	Tls. 33 B.
Yangtszepoo Pref.	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	$201
Green Island	$6½
Langkats	Tls. 14½ B.
Major Bros	Tls. 5
S'hai Sumatra	Tls. 125
Stores	
Hall & Holtz	Tls. 12¼
Llewellyn	$80
Lane, Crawford	Tls. 82½ B.
Moutrie	$82
Watson	$5¼ B.
Weeks	Tls. 11½
Rubbers (Local)	
Aima	Tls. 6
Amherst	Tls. 0.50
Anglo-Java	Tls. 7 B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 17 B.
Batu Anam 1918	Tls. 0.50 B.
Bukit Toh Alang	Tls. 1½ B.
Bute	Tls. 0.45 B.
Chemor United	Tls. 0.55 B.
Chempedak	Tls. 5½
Cheng	Tls. 1 B.
Consolidated	Tls. 1¾ B.
Dominion	Tls. 5½ S.
Gula Kalumpong	Tls. 4½ B.
Java Consolidated	Tls. 10 B.
Kamunting	Tls. 3 B.
Kapala	Tls. 0.60
Kapayang	Tls. 10
Karan	Tls. 8.10
Kota Bahroe	Tls. 2½ B.
Kroewoek Java	Tls. 9¼ B.
Padang	Tls. 8½ S.
Pengkalan Durian	Tls. 2½ B.
Permata	Tls. 2¾
Repah	Tls. 0.50 B.
Samagaga	Tls. 0.50 B.
Seekee	Tls. 0.80 B.
Semambu	Tls. 0.50 B.
Senawang	Tls. 8
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang	Tls. 1½
Sungala	Tls. 0.50
Sungei Duri	Tls. 5½ B.
Sua Manggis	Tls. 2½ B.
S'hai Kalantan	Tls. 0.50
S'hai Seremban	Tls. 0.40 B.
Taiping	Tls. 0.50 B.
Tanah Merah	Tls. 0.45 B.
Tebong	Tls. 10 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 3¼ B.
Miscellaneous	
C. I & E. Lumber	Tls. 350
Culty Dairy	Tls. 13
S'hai Elec. & Asb	$2
Shanghai Trams	Tls. 63½ B.
Shanghai Gas	Tls. 15 B.
Horse Bazaar	Tls. 40
Shanghai Mercury	Tls 25
S'hai Telephone	Tls. 73 B.
S'hai Waterworks	Tls. 100 B.

S. Sellers. Sa, Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd

Telephone No. Central 398

FRENCH MARKETS

(French Wireless Service)

Paris, March 5.—Market quotations:

Marseilles, March 5:

Rice cleaned: Saigon	300
Green peas: Japan	150
Potato starch	190

Le Havre, March 4:

Cotton, First quality	735
Cotton, Second quality	735
Cotton, Third quality	724

Lyons, March 5:

Raw Silks:

Cevennes	425
Italy	450
Syria	350
Japan	380
China	440
Canton	350

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar.	9 —	San Francisco	Nile	Am.	C.M.S.S. Co.
Mar.	9 —	Tacoma	Africa Maru	Jap.	O. S. K.
Mar.	10 —	San Francisco	Stanley Dollar	Br.	Dollar Co.
Mar.	10 —	New York, Boston	Hatchie	Am.	A. Line
Mar.	13 —	Vancouver	E. of Russia	Br.	C.P.O.S.
Mar.	14 —	San Francisco	Tenyo Maru	Jap.	T. K. K.
Mar.	15 —	New York	Charlton Hall	Br.	J. M. & Co.
Mar.	15 —	San Francisco	West Mingo	Am.	P.M.S.S. Co.
Mar.	17 —	San Francisco	West Sequana	Am.	P.M.S.S. Co.
Mar.	17 —	San Francisco	Col. Springs	Am.	S. & Dix
Mar.	20 —	Portland	Abercos	Am.	A. Line
Mar.	21 —	San Francisco	West Ira	Am.	Dollar Co.
Mar.	22 —	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.
Mar.	22 —	San Francisco	West Harts	Am.	Dollar Co.
Mar.	25 —	New York, Boston	Western Cross	Am.	A. Line
Mar.	27 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Mar.	27 —	Vancouver	Harold Dollar	Br.	Dollar Co.
Mar.	27 —	Vancouver	Montcagle	Br.	C.P.O.S.
Apr.	1 —	Vancouver	E. of Japan	Br.	C.P.O.S.
Apr.	1 —	San Francisco	West Cactus	Am.	S. & Dix.
Apr.	3 —	Vancouver	Melville Dollar	Br.	Dollar Co.
Apr.	6 —	San Francisco	West Jessup	Am.	Dollar Co.
Apr.	9 —	New York	Genoa Maru	Jap.	N.Y.K.
Apr.	10 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Apr.	17 —	Seattle, etc.	Katori Maru	Jap.	N. Y. K.
Apr.	18 —	San Francisco	West Cadron	Am.	Dollar Co.
Apr.	19 —	Baltimore v. Panama	Moreland	Am.	S. & Dix
Apr.	20 —	New York, Boston	Winyah	Am.	A. Line.
Apr.	24 —	San Francisco	Colombia	Am.	P.M.S.S. Co.
Apr.	27 —	Vancouver, N. York	Harold Dollar	Br.	Dollar Co.
May	22 —	San Francisco	Venezuela	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

Mar.	9 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N.Y.K.
Mar.	10 —	Kobe	Yokohama M.	Jap.	N.Y.K.
Mar.	10 —	Moji, Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Mar.	13 —	Kobe	Japan	Br.	M. M. Co.
Mar.	13 —	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Mar.	16 —	N'saki, Kobe, Y'hama	Wakanoura M.	Jap.	N. Y. K.
Mar.	17 —	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Mar.	20 —	Moji, Kobe, Osaka	Takeshima M.	Jap.	N.Y.K.
Mar.	23 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Feb.	— —	A., Ridam, A'werp	Laomedon	Br.	B. & S.
Feb.	— —	Marseilles	Kouangsi	Fr.	M. M. Cie
Mar.	— —	Melbourne, etc.	Hwahping	Chi.	W. O. & Co.
Mar.	7 —	Marseilles	Amazone	Fr.	M. M. Cie
Mar.	11 —	Bombay	Dunera	Br.	M. M. & Co.
Mar.	11 —	London	Hyson	Br.	B. & S.
Mar.	12 —	London	Swazi	Br.	J. M. & Co.
Mar.	13 —	Calcutta	Japan	Br.	M.M. & Co.
Mar.	15 —	London, etc.	Shidzuoka Maru	Jap.	N.Y.K.
Mar.	16 —	London	Banca	Br.	M. M. & Co.
Mar.	16 —	London	Perthshire	Br.	G. L. E. A.
Mar.	18 —	Liverpool	Hector	Br.	B. & S.
Mar.	22 —	Marseilles	Paul Lecat	Fr.	M. M. Cie
Mar.	22 —	Liverpool	K. Companion	Br.	B. & S.
Mar.	29 —	London, etc.	Kaga Maru	Jap.	N.Y.K.
Mar.	31 —	Venice, Trieste,	Pilsna	Ital.	D. & Co.
Mar.	31 —	Liverpool, etc.	Toba Maru	Jap.	N. Y. K.
Apr.	— —	Marseilles	Armand Behic	Fr.	M. M. Cie
Apr.	1 —	Hamburg, etc.	Dakar Maru	Jap.	N. Y. K.
Apr.	1 —	Marseilles, London	Khiva	Br.	M. M. & Co.
May	— —	Marseilles	Andre Lebon	Fr.	M. M. Cie

FOR SOUTHERN PORTS

Mar.	7 —	Hongkong, Canton	Hsintah	Chi.	C.M.S.N. Co.
Mar.	7 noon	Hongkong, Canton	Kueichow	Br.	B. & S.
Mar.	8 4.30	Ningpo	Hsin Peking	Br.	B. & S.
Mar.	8 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Mar.	9 —	Manila, Hongkong	E. of Asia	Br.	C.P.O.S.
Mar.	9 D.L.	Hongkong, Canton	Ichang	Br.	B. & S.
Mar.	9 —	Amoy, Foochow	Toonan	Chi.	C.M.S.N. Co.
Mar.	9 4.00	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Mar.	9 noon	Wenchow	Haean	Chi.	C.M.S.N. Co.
Mar.	10 —	Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co.
Mar.	13 —	Hongkong	Nanking	Am.	C.M.S.S. Co.
Mar.	16 —	Hongkong	Monteagle	Br.	C.P.O.S.
Mar.	20 —	Hongkong	E. of Japan	Br.	C.P.O.S.

FOR NORTHERN PORTS

Mar.	7 2.00	Tientsin	Hainming	Chi.	C.M.S.N. Co.
Mar.	8 1.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Mar.	9 1.30	Dairen	Sakaki Maru	Jap.	S.M.R.
Mar.	9 —	Chefoo, Tientsin	Hsinkong	Chi.	C.M.S.N. Co.
Mar.	12 3.00	Tsingtao, Dairen	Kobe Maru	Jap.	S.M.R.

FOR RIVER PORTS

Mar.	7	D.L. Wuhu	Chinklang	Br.	B. & S.
Mar.	7	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Mar.	7	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Mar.	7	D.L. Hankow	Wuhu	Br.	B. & S.
Mar.	8	M.N. Hankow, etc.	Klangyu	Chi.	C.M.S.N. Co.
Mar.	8	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
Mar.	8	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Mar.	9	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Mar.	9	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Mar.	9	M.N. Hankow, etc.	Tachi Maru	Jap.	N. K. K.
Mar.	10	M.N. Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Mar.	10	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Mar.	11	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Mar.	11	M.N. Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
Mar.	11	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
Mar.	12	M.N. Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Mar.	12	M.N. Hankow, etc.	Loongwo	Br.	J.M. & Co.
Mar.	12	M.N. Hankow, etc.	Tungting	Br.	B. & S.

*A.M. M.N.—MID NIGHT. D.L.—DAYLIGHT

Information For Mariners

SUNDAY, MARCH 7, 1920

High Water at Woosung Bar

(The morning tides are higher than the evening tides, they are about equal after noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H	A.M. Time M	A.M. Range Ft.	A.M. Range In.	P.M. Time H	P.M. Time M	P.M. Range Ft.	P.M. Range In.
1	39	9	1	1	57	8	1

High Water at Tungsha Lightship

(The morning tides are higher than the evening tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	A.M. M	P.M. H	P.M. M
0	35	0	53

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
8 30 p.m.	7 22 a.m.	6 24	6 0	5 39	6 45

Mean Barometric Pressure at Shanghai
For March 30.17 in.
766.6 mm.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
M. M. B	Nov. 11	D'Estrees	Fr. cruiser
S'chow Creek	Oct. 29	M. A. S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M. A. S. 227	Ital. sub-chaser
I. P. D.	Jan. 10	Quiros	Am. gun-boat
10 P.	Jan. 10	Saga	Jap. gun-boat
O. D. W.	Feb. 17	Toba	Jap. gun-boat
I. C.	Mar. 4	Uji	Jap. gun-boat
Y. P. D.	Feb. 18	Wilmington	Am. gun-boat
P. & O. B.I.	Mar. 4	Woodcock	Br. gun-boat

Business and Official - - - Notices - - -

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

AUCTION INDEX

MONDAY, March 8th.—Excellent Household Furniture in Salesroom at 10 a.m.

TUESDAY, March 9th.—Excellent Household Furniture and Sundries at 198 Bubbling Well Road.

WEDNESDAY, March 10th.—Superior Household Furniture and accessories at 4 Dennart Estate.

WEDNESDAY, March 10th.—Sundry Sound and damaged cargo at 2.30 p.m.

THURSDAY, March 11th.—Household Furniture and Sundries in Salesroom at 10 a.m.

MONDAY, March 15th.—Superior Household Furniture and Sundries at 42 Avenue Dubail.

MONDAY, March 15th.—Choice Wines and Spirits, etc., at 10 a.m.

WEDNESDAY, March 17.—Important Land Auction at North Szechuen and Barchet Roads in Salesroom at 4 p.m.

WEDNESDAY, March 24th.—A Splendid Collection of books in Salesroom at 3 p.m.

SATURDAY, March 27th.—A Splendid Collection of Postage Stamps at 2.30 p.m.

SATURDAY, April 3rd.—A Good Collection of Postage Stamps at at 2.30 p.m.

THERE are many whiskies, but only one

"Sandy Macdonald"

and

"Sandy Mac"

is

10 years old

GARNER, QULECH & CO.

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

SHANGHAI

THE SWEETMEAT CASTLE

ESTABLISHED 1865

Pastry-Cooks, Confectioners and Provision Importers have removed to

No. 16 NANKING ROAD, Entrance Szechuen Road

Telephone No. Central 1218

Just Received

Pure Honey, Caramels, Marshmallows, Chewing Gums.

27839

The Shanghai Exploration And Development Co., Ltd.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the First Annual Meeting of Shareholders will be held in the Board Room of the China Mutual Life Insurance Company, Limited, 10 Canton Road, on Monday, the 15th March, 1920, at 4 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December 1919.

The Transfer Books of the Company will be closed from the 8th to the 15th of March, 1920, both days inclusive.

By Order Of The Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 28th February, 1920.

28135

HARBOUR NOTIFICATION

No. 5 of 1920.

Salvage of S. S. "Kifune Maru"

Referring to Harbour Notification No. 3 of 1920, notice is hereby given that salvage operations have commenced on the S/S "Kifune Maru," lying sunk between the Han Yeh Ping Upper and Lower Wharves, Section B of the Harbour.

While these are in progress, steamers when nearing and passing the sunken vessel are to go as slowly as possible.

H. G. MYHRE.
Harbour Master.

Approved:

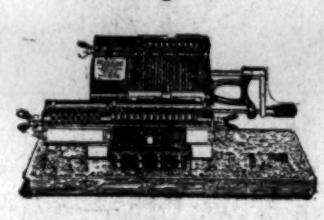
L. A. LYALL,
Commissioner of Customs.
Custom House,

Shanghai, 3rd March, 1920.

28272

MARCHANT

Calculating Machine



Sold under the terms of our 5-year guarantee

at the U. S. List Price

plus freight and duty

THE OFFICE APPLIANCE CO.

Sole Agents for China

DEATH

SOUZA: On the 6th March, 1920 at 3:15 p.m. at the General Hospital, Maria Filmoena de Souza, the beloved wife of Pompilio C. de Souza. The funeral will take place today, the 7th inst., leaving the General Hospital at 3:30 p.m. to the Church of the Sacred Heart of Jesus, and then to the Bubbling Well Cemetery. Hongkong and Macao papers please copy.

28298

The International Recreation Club

KIANGWAN RACES

61st MEETING

18th March, 1920.

(Saturday)

First Saddling Bell at 1.00 p.m. Sharp.

FOR ATTENTION OF MEMBERS

Entries for all events close at 6 p.m. on Monday, 8th March, 1920, at the Club House, 126 Bubbling Well Road.

Entry Forms may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

28287

All Storage Batteries look very much alike, but from the standpoint of efficiency, long life and faithful service, the

Prest-O-Lite Battery has a character all its own

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

BARBOUR'S
LINEN THREADS
TWINES AND NETS

For Prices
Apply to your Import Merchant

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 2 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

PLEASE NOTE

OWING to the scarcity of Raw Silk, due to demand exceeding supply, together with the extraordinary increasing expense of production in all departments of silk culture, weaving, making and handling, the Associated Manufacturers regretfully announce that there will be a slight advance in the selling price of all Silk Piece Goods from March 1st, 1920.

WE TRUST, however, this will not interrupt the buying activity of our patrons, as we shall use our utmost endeavours, as in the past, to give not only the best in dependable materials and workmanship, at lowest possible cost, but also a larger variety of colours, patterns, and weaves to select from than can be obtained in any other shop in China.

WE THEREFORE hope for a continuance of your esteemed and valued patronage.

LAOU KIU CHWANG & CO.

FOREIGN DEPARTMENT.

Head Office:—P. 128, Nanking Road, SHANGHAI.
Branch:—Asahi Road, Japanese Concession, TIENTSIN.

If you have not yet received a copy of our handsomely illustrated booklet "MILADY'S AID," replete with new style selections and suggestions, call or write for a free copy now.

Business and Official Notices are Continued on Page 18

Amusement Advertising will be found on Page 21

Classified Advertisements are Continued on Page 19

SITUATIONS WANTED

SOLICITOR (English), having been engaged in other work for some years, desires employment as Secretary or in Solicitor's Office. Commercial and Advertising experience. High credentials and fidelity guarantee. Apply to Box 200, THE CHINA PRESS.

28289 M. 7.

HOTEL MAN (British), with practical knowledge of all departments, including cuisine, bar, advertising and entertaining, wishes engagement in any capacity. Best of references. Salary or commission only. Substantial security if required. Apply to Box 201, THE CHINA PRESS.

28289 M. 7

POSITION wanted by energetic and reliable English business man experienced in organisation, publicity, correspondence, salesmanship and travelling. Speaks Malay and passable French. Reasonable salary or salary and bonus. Could do business in Dutch Indies or British Malaya or take charge of Branch. Financial guarantee given. Apply to Box 202, THE CHINA PRESS.

28289 M. 7

NEW ARRIVAL (British), with long experience of the East seeks position as Salesman, Correspondent, Traveller or Advertisement Manager. Indefatigable worker. Temperate habits. Apply to Box 203, THE CHINA PRESS.

28289 M. 7

YOUNG lady typist, with 3½ years' experience in general office work, seeks position. Please apply to Box 204, THE CHINA PRESS.

28290 M. 13

COMPETENT stenographer desires work after office hours. Can give good references. Apply to Box 195, THE CHINA PRESS.

28281 M. 10

A.D.1. American stenographer would like half-day position. Apply to Box 197, THE CHINA PRESS.

28282 M. 7

AN experienced import and export compradore seeks position. Reliable security can be furnished if necessary. Apply to Box 185, THE CHINA PRESS.

28256 M. 12

COMPETENT shipping man seeks position. Has had full charge of coast and mail lines. Apply to Box 191, THE CHINA PRESS.

28269 M. 12

SOUTH American youth, with over a year's experience in typewriting, bookkeeping, filing etc., seeks improvement in any capacity. Good references. Moderate salary. Apply to Box 183, THE CHINA PRESS.

28253 M. 17

POSITION WANTED by young Chinese, having excellent knowledge of English. Many years' experience in translation, correspondence and typewriting. Knows office routine very well. Good references. Outport no objection. Best assistant establishing branch. Understands various Chinese dialects. Address 125 Cunningham Road.

28267

RETURNED C. I. C. interpreter wants position as interpreter—clerk, translator or Mandarin teacher. Apply to Mr. Hsia, Local Y.M.C.A.

28254 M. 7

EXPERIENCED young Chinese, with good knowledge of English, desires immediate employment. Local references. Apply to Box 188, THE CHINA PRESS.

28259 M. 7

AMERICAN, having a wide business experience, at present filling position as manager in charge of American firm in Shanghai, desires a change of firm from May 1st. Apply to Box 186, THE CHINA PRESS.

28257 M. 9

HOUSES WANTED

WANTED, for early occupation, a six or eight-roomed house, in western district. Advertiser is willing to take over a lease if required. Fittings may also be accepted at a reasonable price. Apply to Box 205, THE CHINA PRESS.

28291 M. 14

HOUSE WANTED, furnished or unfurnished, with tennis court and garage: or advertiser (bachelor) willing to share house and pay half the expenses if right place. Apply to Box 207, THE CHINA PRESS.

28293 M. 10

APARTMENTS

TO LET, one small room. Apply 14-15 Quinsan Gardens. Telephone North 432.

Connaught House
8 Quinsan Gardens.

BOARD—RESIDENCE.
Apply Mrs. G. POLLOCK.

TO LET, with board, from April 1st, a comfortable attic-flat, comprising two large rooms, a small room, modern bathroom, and large landing. Suitable for married couple or two bachelors. Apply to Box 154, THE CHINA PRESS.

ORIENTAL HOUSE
31 Boone Road

TWO large rooms and one small room, one front and one back room, facing garden, hot water, with bath attached. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.

28207

TO LET, with Board, well furnished room, bathroom attached. Apply 5 Young Allen Terrace.

TO LET, in Western district, big front-room. Telephone and tennis. Apply to Box 184, THE CHINA PRESS.

28255

ROOMS, with board, to let. Pension Schurmann, 20 Markham Road.

28280

A first-class boarding house will be opened about March 15th at 103 Bubbling Well Road. Twenty-two rooms. Up-to-date service. Cuisine guaranteed better than anything else in town. Garden, telephone. Accommodation for married couples, with or without children, and single people. For rates, etc., apply at premises between hours of 2-4 p.m.

28295 M. 13

FOR RENT: Unfurnished flat, two rooms, hall, bath and kitchen. Range Road district. Rental $60, including light, tax and phone. For quiet married couple only, no children. Apply first instance to Box No. 53, Chinese Post Office, Local.

28294 M. 7

EXCEPTIONAL opportunity: To let, flat, consisting of four rooms, two bathrooms, kitchen, pantry and ample servants' quarters. Rent Tls. 50. In Wayside district. Will sell fittings and furniture below cost. Address or call Freight Department, American Express Company, 8 Kiukiang Road.

28243

COMFORTABLE newly furnished room, with breakfast, in American private family. Private bath, hot water etc. On car line. Apply to Box 192, THE CHINA PRESS.

28270 M. 7

NICELY furnished rooms to let, with board, use of telephone, etc. Apply 78 Bubbling Well Road West 1473.

28133 M. 10

HOUSES TO LET

FOR SALE or to let, modern house equipped with up-to-date fixtures located corner Rue de Zikawei and Rue Ghisi. Garden, greenhouse, tennis lawn and garage. Apply P. Y. Wong, Butterfield and Swire.

28251 M. 12

FLATS for rent: Two self-contained, furnished flats on Bubbling Well Road, Tls. 90 and 115. Occupation April 15th. Apply to Box 176, THE CHINA PRESS.

28246 M. 7

HOUSE for rent: Furnished house on Bubbling Well Road, near Country Club, for rent, for six or eight months. Stables and garages. Apply to Box 177, THE CHINA PRESS.

28246 M. 7

TO LEASE, large comfortable house, ample servants' quarters, garage and stable, 136 Jessfield Road, formerly 20 Robinson Road at Jessfield Road. Apply premises or J. T. Hammond, No. 51 Szechuen Road.

28162

MISCELLANEOUS

TENNIS court wanted for season or by month. Will pay good price. Apply to Box 208, THE CHINA PRESS.

28293 M. 10

WANTED, loan of Japanese male dog for breeding. Must be good breed and small. Apply to Box 199, THE CHINA PRESS.

28296 M. 6

AN AMERICAN, about to leave for the United States, wishes to connect with a live Chinese concern to take care of their indents. References exchanged. Apply to Box 194, THE CHINA PRESS.

28279 M. 10

AMERICAN, familiar with imports and exports in the United States, Europe, China and Siberia, with established offices in New York and good business connections in the United States and several European countries desires to form a partnership with an American or Chinese. Only those possessing local business experience and capital need answer. Apply to Box 187, THE CHINA PRESS.

28257 M. 7

WANTED, two first-class berths for married couple on any steamer leaving for America between 1st and 15th April. Attractive premium offered. Apply to Box 165, THE CHINA PRESS.

28225 M. 7

EXCHANGE AND MART

CENTURY, Grand camera, long focus, 5 x 7. Goerz Dagor No. 3 lens, volute shutter, extra barrell, nine plate-holders, one film-pack adapter, set Goerz Ray filter, developing tank, tripod, etc. Price Taels 125. Apply to Box 193, THE CHINA PRESS.

28275 M. 7

KULING Building Lot, No. 264, for sale; very cheap. Apply to S. E. Hening, 4 Quinsan Gardens.

28285 M. 7

FOR SALE, one first-class cabin berth on the steamer "Tenyo Maru," sailing March 14th, to Frisco. Please apply to Box 206, THE CHINA PRESS.

28292 M. 11

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

27729

EXCEPTIONAL opportunity: King three-passenger roadster, latest model, all wire wheels, for sale. Price very moderate. Investigate. Apply to Box 174, THE CHINA PRESS.

28238

FOR SALE, piano, excellent tone price Tls. 140.00 a good bargain. Owner leaving Shanghai. Apply to Box 189, THE CHINA PRESS.

28258 M. 9

FOR SALE, rebuilt Remington typewriters, chemicals, piecegoods, raincoats, used automobiles, men's suits, etc., at very low prices. For inspection or further details, address American Post Office Box 803, Shanghai.

28266

OWNER going home has for disposal three well-trained sporting dogs, a 303 Lee Enfield sporting rifle, one 12-bore hammerless gun by Army and Navy, also several pens of white Leghorn fowls. Apply 21 Connaught Road, telephone West 425.

28244 M. 7

FOR SALE, one 4-cylinder "Buick" four-seater motor car, with hood and lamps, complete with electric starter and lighter. Tls. 800 or nearest offer. Apply to A. S. J., 34 Carter Road.

28236 M. 7

FOR SALE, four-cylinder Henderson motor-cycle, with side-car complete, Tls. 400: two-cylinder Indian motor-cycle, with side-car complete, Tls. 350. Instalment payment acceptable. Apply to Box 178, THE CHINA PRESS.

28246 M. 7

FOR SALE, two-seater Oakland car, in excellent condition and only used for four months. Owner going away. Apply to Box 164, THE CHINA PRESS.

28225 M. 7

FOR SALE, Hudson Super-Six, seven-passenger touring, mechanically perfect. Owner driven. Owner leaving Shanghai. Apply to Box 162, THE CHINA PRESS.

28217 M. 10

FOR SALE, Rover touring car, five-seater, in excellent condition. The property of the late Mr. E. W. Godfrey. Apply to Box 126, THE CHINA PRESS.

28166

Dr. Oks, M.D.

Specialist for diseases and operations of eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.

3 Kiukiang Road. Tel. C. 1801.

28284

THE CENTRAL PHARMACY

234A Broadway

was opened on March 1st under Russian ownership and management

S. ARCUS & CO.

CHEMISTS & DRUGGISTS

28288

APARTMENTS WANTED

AMERICAN couple desire to become paying guests in the home of an American family. Apply to Box 198, THE CHINA PRESS.

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WANTED, apartment two or three rooms and bath, central. Apply to Box 155, THE CHINA PRESS.

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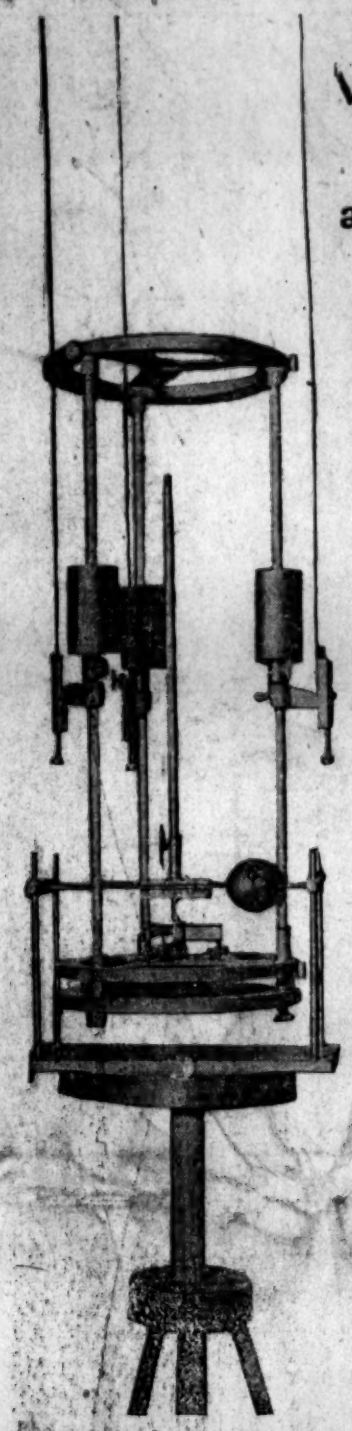
How They Weighed The Earth

Wonderfully Delicate Instrument Which Shows That Our Globe Tips the Scales at 12,000,000,000,000,000,000,000,000 —Twelve Septillion Pounds!



Photograph of the Extremely Delicate Mechanism in the Massachusetts Institute of Technology Laboratory; a Machine Devised Especially for Weighing the Earth.

SCIENTISTS are actually able to weigh the globe upon which we live. With the aid of quartz threads so delicate that they are barely visible to the naked eye they swing the earth in their scales and determine its weight almost as accurately as the butcher does with the roast for your Sunday dinner.

The latest weighing of the earth took place in the physics laboratory of the Massachusetts Institute of Technology, at Cambridge, Mass. The globe which man calls home tipped the scales at 6,000,000,000,000,000,000,000 tons—twelve septillion pounds—a mass so stupendous that the human mind can hardly comprehend it.

To weigh the earth scales quite different from those that serve for other purposes are employed. They consist of a delicate apparatus about the size of a sewing machine, whose operation depends upon the laws of gravitation discovered long ago by the great scientist, Sir Isaac Newton.

It was Newton who discovered that all objects are attracted by all other objects. Before his time men had believed that an apple fell to the ground merely because the air beneath it was too thin to support it. Newton showed plainly that the fall of the apple was caused by the attraction between the earth and the apple. The apple, being so much smaller than this globe of ours, naturally moved first.

This brought him to another conclusion, namely, that the attraction between two bodies depended directly upon their relative sizes—that is, that a piece of lead one cubic inch in volume was attracter toward the earth only one-half as strongly as a piece twice as large. Ordinarily we use the word "weight" to express this attraction between the earth and objects on its surface. And, as every one knows, the "weight" of an object increases with its size.

It was this rule of proportional attraction of which the Technology physicists, headed by Professor Louis E. Derr, made use in their latest experiment to determine the mass, or weight, of the earth itself.

They took two small brass balls, which they weighed to the fineness of one one-thousandth part of a gram. These balls they attached to threads drawn from melted quartz, threads so delicate that their size was only one-twelfth that of a human hair. By these threads the balls were suspended from the ends of a brass rod about the size of a lead pencil.

The rod itself was supported at its centre by a third thread, also of quartz. To this thread was attached a tiny mirror, which was arranged in such a way as to reflect a tiny spot of light upon the wall, forty feet distant. It is easily seen that a slight twisting of the thread which bore the mirror would be shown by the movement, greatly increased by the distance, of the little spot of light upon the wall.

The Technology scientists next fixed two lead balls, weighing about ten pounds each, upon a frame, so that they were immovable. The frame was placed about the hanging balls in such a way that each of the lead balls was brought close to the freely swinging spheres.

The lead balls, exercising a slight but definite power of attraction over the hanging brass ones, moved them slightly, almost imperceptibly. The supporting thread was twisted, ever so little, and the spot of light on the wall opposite moved almost a yard's length as a result.

Diagram Showing the True Proportionate Size of Atlas and the Earth from the Knowledge of Modern Science That the Density and Weight of the Earth Are About Equal to That of a Solid Ball of Iron.

Not a large force. Indeed, when delicate calculations had estimated its power it was found to be equal to the weight of an atom of hair just one one-hundredth thousandth of an inch long. But this force, slight as it was, had been sufficient to reveal the earth's weight. From this point it was a comparatively simple matter of mathematics.

The Technology professors knew the weights of the two sets of balls; they knew the amount of power which the lead balls exercised over the brass; they knew the power which the earth exercised over the lead—that was their weight. Also they knew that the gravitational attraction of one body over another depends directly upon the comparative sizes of the bodies involved.

What, then, more simple than to cadculate the earth's mass? It was a simple equation, of which three parts already were known. The scientists calculated the value of the fourth part and gained the answer—6,000,000,000,000,000,000,000 tons.

Over and over again the experiment was tried. Outside influences, the vibration caused by subway and surface trains, the quivering of the great Technology building from its own mechanical laboratories, affected the delicate mechanism somewhat.

But when the experiment had been performed a score of times and the average of them all was taken Professor Derr knew that his result was approximately correct. A million tons one way or the other was a small matter considering the huge figures involved.

The earth is not the only planet from which scientists have wrenched the secret of weight. Other heavenly bodies have been accurately weighed, through application of the same simple law of gravitation.

For hundreds of years it was known that the orbits of the planets were irregular, changing abruptly in many cases as the flying worlds came within the gravitational attraction of some other wanderer of the skies. Astronomers, after years of delicate observation and intricate calculation in which they considered the forces required to move these bodies from their paths, were able to give to the world the approximate weight of the sun, the moon and a few others of the nearer heavenly bodies.

The distant stars alone have defied the scales of science. Too far removed from us for the power of attraction to be felt, too vast to be affected by flying planets, their weight cannot be determined.

Astronomers can tell us the size but not the weight of these stars, some of which are blazing gases and some molten rock and metal.

Cavendish, the great English chemist and physicist, was the first to undertake to weigh the earth. An apparatus devised by the Rev. John Mitchell was adopted by Cavendish for his experiments after he had made several great improvements on it.

Professor Louis E. Derr, of the Massachusetts Institute of Technology, Who Weighs the Earth Every Year as a Routine Part of His Laboratory Class Work in Physics.

The theory of this instrument was developed from studies of the vibrations of the pendulum, whose motive power is that of gravity. The velocity was very accurately measured by counting the rate and distance of the swings in a day; from this was calculated the power of attraction of the earth.

The pendulum idea was then extended to the attraction of small masses of known weight. It was observed that as many times as a ball weighs less than the earth, so many times more slowly will a pendulum be moved by a ball.

To adapt the idea successfully it was necessary to neutralize the pull of the earth. So Cavendish laid a perfectly turned horizontal bar on the point of an upright needle so that it balanced true. It was free like the needle of a compass to turn to the right or to the left. On the ends of this bar were fastened two perfectly equal balls of accurately measured weight.

In this way the bar still balanced, and though the earth was not at all suspended, the pull of the earth was made ineffective for the purpose of the experiment. Cavendish then placed heavier balls of known weight near the small spheres, but not touching. These were attracted toward the larger bodies; then when the spheres were gently pulled away they were drawn back upon being released and vibrated much as a pendulum would.

This force was exceedingly small, and the vibrations very slow, but they were counted and measured, and the results compared with those of the vertical pendulum. From this data the rest is a simple problem in proportion.

It is a very delicate experiment. The least variation in the temperature, resulting in a contraction or an expansion of the balls, or the uneven distribution of the matter used in the construction of the room or building where the experiment is carried on will upset the results.

Even the observer's own movements set the air in motion, so that the air must be kept stagnant. Cavendish figured the earth's weight to be 6,069,094,272 billions of tons in 1869—a result very close to that secured in Cambridge the other day. This made the specific gravity of the earth about 5.4, or in other words the earth weighed, according to his figures, about five and a half times the weight of an equal body of water.

The apparatus used in the experiments at the Massachusetts Institute of Technology is an improvement in many ways and it is therefore presumed that its results are far more accurate. For one thing the use of the delicate quartz threads gives a suspension much more nearly perfect than the hair employed by the English scientist. Then, too, the Technology experts have succeeded in minimizing the influences of temperature and other disturbing factors better than Cavendish was able to do.

To try to form a conception of the six sextillions of tons which the earth weighs is an interesting speculation. But it is one that imposes a severe tax upon even the most vivid imagination.

Ancient mythology used to picture the earth as borne on the shoulders of the giant Atlas. As modern scientific knowledge points out, however, the proportions which the ancients gave to the giant and the globe on his shoulders were entirely incorrect.

The average density of the earth is estimated as about the same as that of iron ore. A man of average size and strength can carry on his shoulders a globe of iron ore measuring a foot in diameter. The theoretical giant capable of bearing the earth on his shoulders would bear the same proportion to the earth that a six foot man does to the iron globe.

A scientist with a turn for curious speculation estimates that the man capable of lifting the earth on his shoulders, as Atlas was supposed to have done, would be so colossal in size that ten men like him, with arms outstretched, would form a human chain long enough to stretch the 240,000 miles from the earth to the moon.

The total amount of coal produced since man learned how to mine is only about 10,000,000,000 tons—and that gigantic heap of coal is as but a featherweight in comparison with twelve septillion pounds at which the earth tips the scales of science.

Although usually pictured by painters and sculptors as bearing the earth on his shoulders, the Atlas of mythology was really supposed to support the heavens. This burden, it was declared, had been imposed on him as a punishment for his rebellion against Zeus. Later this story was elaborated to make Atlas a leader of the Titans in their war against the gods.

Atlas was always located in the far west, beyond the horizon; finally he was localized in northwestern Africa. There he was a king, rich in flocks, owner of the gardens of the Hesperides.

Atlas, as bearer of the heavens, appears in early Greek art on vases and reliefs in connection with Hercules's search for the apples of the Hesperides. In statuary Atlas is first represented by the Pergamene school; he is portrayed as carrying the heavens on the terrestrial globe. The plural, Atlantes, is applied in architecture to male figures serving as columns.

In consequence of the ancient views, which made the vault of heaven rest on solid pillars or other supports, the name "Atlas," originally mythological and cosmogonic, was introduced into geography; it was given to a hill in northwest Africa. Mercator, in the sixteenth century, applied the name "Atlas" to a collection of maps, probably because the figure of Atlas supporting the heavens had been given on the title pages of such works.

As depicted by mythology, Atlas was what seemed to the eyes of the ancients the most marvellous of giants. But since science has learned how to put the earth on scales and register its weight, we know that old Atlas was a mere pygmy compared with the sort of creature who would really be capable of supporting on his shoulders this globe of ours.

The quartz threads used in weighing the earth at the Massachusetts Institute of Technology are probably the smallest ever manufactured. They are made by melting the ends of quartz crystals together and then pulling the crystals apart. In this manner quartz can be drawn even finer than platinum, the most ductile of the metals.

"Determining the mass of the earth is one of the most delicate and beautiful experiments in physics," said Professor Derr, who has charge of the earth-weighing experiments at Cambridge. "Because of its delicacy it is an unusual problem to be given a body of college students. There is some difficulty encountered from the fact that Boston, and particularly that part of it which is built upon 'made' land in the Back Bay, is constantly shaking and trembling, a condition which makes itself felt immediately in the laboratory. The experiment as it is performed to-day at the institute is highly satisfactory, however, and extremely interesting."

Sir Isaac Newton Experimenting With Rays of Light in His Laboratory. Newton Discovered the Principle Which Enabled Science to Calculate the Weight of our Earth.

Sir Isaac Newton. An Old Painting by Sir Godfrey Knowler.

Atlas Holding the Earth on His Back—the Old Mythological Explanation of How the Earth Was Sustained in Space.

Professor Louis E. Derr, of the Massachusetts Institute of Technology, Who Weighs the Earth Every Year as a Routine Part of His Laboratory Class Work in Physics.

A Man Powerful Enough to Hold the Earth on His Shoulders Would Be So Large That Ten Men Like Him, With Arms Outstretched, Would Reach from the Earth to the Moon.

A Duet of Dinner Gowns by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, write each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Dinner Robe of Brocade, Having the Wrapped Around Shawl Effect That Is in Favor

Back View of the Brocade Dinner Robe. The Shoulder Straps Lend Further Magnificence to the Costume

The Back Drapery of This Gown Is a Graceful Novelty

By Lady Duff-Gordon

("Lucile")

A DINNER gown, of all gowns, must be strictly correct. The theatre and even the opera gown may be neglected a trifle. The skirt may have signs of wear that can be discreetly hidden by the enveloping cloak, signs which are little in evidence when the wearer is sitting in her accustomed place in the shining horseshoe.

But a dinner gown must represent perfection. It must be fresh [illegible] from spots or fraying threads or that crushed appearance best described as "wilted." An evening gown resembles a flower. The more it resembles a flower in freshness the better. But for dinner wear it must be fresh. That is the indispensable quality.

It must be smart because the white light of observation beats upon it. It must be a fine background for the wearer. Critical eyes will soon detect any discord between the personality and the attire. In short, the dinner gown is the glass house of the wardrobe. It has the same openness to criticism as the oft referred to crystalline structure.

The duo of dinner gowns exhibited to you by this page are good illustrations of correct gowns for the dining hour. The large middle figure and the lower left-hand figure are the front and back views of a magnificent robe of brocade. It has that wrapped around aspect which many smart women like and which is especially suitable for a slender figure. It is as though a large shawl were wound about the figure, ending in a short train. Jewelled straps with fringed ends support the gown, which has an extremely low decolletage. A long jewelled sash end hangs from the bodice, where the front has been filled with real lace.

The second gown, which appears in the upper right hand of the group, is of silk draped in different fashion than is the gown that is of shawl-like resemblance. There is something reminiscent of the pannier in the manner in which the drapery is caught up at the back of the skirt. The broad sash end and the lining of contrasting color, with the soft loop at the belt line, is a novel arrangement. Placed at the side as it is it gives a novel and striking effect in harmony with the bands that cross the shoulders.

Brocade, velvet and a heavier grade of taffeta are much utilized in evening gowns. In colors there is a wider variety than usual. The combination of black and turquoise blue continues in favor. Black and white, with white preponderating in the costume, are often seen. The metallic effects are secured by the lavish use of gold and silver thread.

Supple Leather Coat Replaces Cloth One For Late Winter

Skirts Also Are Made Of Leather In Revival Of Mediaevalism In Fashions Of The Hour—Latest Designs From Caps To Shoes For Street Wear And Traveling By Land Or Sea

(*New York Sun*)

New York, Jan. 18.—There is much of the spirit of mediaevalism as well as its actual presence in the fashions of the hour.

It is masculine mediaevalism, not feminine. It is an old story, more than twice told, that the designers of the last four years have drawn their inspiration for women's clothes from the costumes worn by men in the centuries that preceded this one. It has proved a rich field. We have ploughed it, dug up treasures in it and used many a spade and hoe to unearth nuggets of inspiration.

It is never a dead past. The designers keep it alive in the minds of women more than the historians keep it alive in the memories of men. This is the reason that it may be safely said that nothing new has been invented in apparel in the last hundred years. It only appears new to each generation. It puts on an attractive guise of youth like some Faust who has drunk of a miracle brew, but it has really been through a few centuries of existence.

EXCITES THE IMAGINATION

What's the odds? If it appears new to us, if it has an air of pristine freshness, if it excites the imagination, lures coin from the purse, and aids and abets the dressmaker in making a fortune, then who cares how old it is? History repeats itself—why not fashion?

Often the designers do not even take the trouble to turn the old into something that resembles an unusual novelty. They realise that the human memory is about the shortest sense that man possesses, so trusting to this, they merely offer a tunic, a hoopskirt, a kimono, a sash, high boots, flatheeled slippers, garlands of roses, panniers of tulle and backless bodices in a sequence of fashions.

There are few, if any, who can put their finger on the epoch, the era, or the century in which these fashions were paramount. They regard each oncoming style as some wonderful thing invented purely to tickle their desire for novelty.

The public talks of a skirt that is wide at hips and narrow at hem as though it were a garment new as the telephone at its invention; there are women interested in daguerreotypes who look back upon the family album with sadness and merriment, and say of certain fashions that they were worn by their grandmothers as if that finished them; but, after all the general impression concerning the vast kaleidoscope of style is vague.

Upon this vagueness rests the success of a thousand dressmakers. In the last three years the fashions have been old enough to be interesting.

The civil war is too close upon our heels, the Franco-Prussian war is still a fresh memory in the minds of the living, the American Indian has been portrayed at fancy dress parties until the novelty of the costume is lost (and there are some in this country who still shudder at the name and the apparel). Therefore, when the designers discarded the epochs that were dimly fading into shadows behind us and reached down into the depths of human history to pull out clothes that reeked of the tenth century, from Venice to London they made the public gasp.

We knew nothing of tunics and jerkins, of armholes that ran to the waist, of chemise frocks, of heavy silk ropes as girdles, of sandwich panels that were dropped down back and front of an underslip that had long sleeves to the knuckles.

Bold embroidery, braiding with gilt galloon, ornamentation with straw were decided novelties to us. They were not revolutions like the long trousers worn by the men of the Directoire period, or the plateau of straw worn by a King to keep the rain from his head, or the long tights to the thighs that the fighters of Great Britain took up as substitutes for the clinging robes that flapped around men's ankles, or even the leather shoes that had brass eyelets through which laces were run, as substitutes for the long woollen stocking with its foot part extended the five inches beyond the big toe.

The world had made its startling revolutions in style before we breathed on this planet and there have been none so bold and none so clever as to threaten to overturn them, with the single exception of the introduction of trousers into feminine apparel.

Along that line we have gone far. The riding breeches which once shocked the community like a bolt from heaven were the precursors of an accepted form of apparel for women who indulge in sports. Shades of Mrs. Bloomer and Dr. Mary Walker! All that these women did to emancipate women from skirts failed entirely until the sporting life in the open air became correct and fashionable for all women who desired to be lovely and healthy.

WE TURN TO ITALY

We have not originated, therefore, but merely revived forgotten garments.

In the last two years the bulk of the fashions have been founded on clothes worn in Great Britain and France in the Middle Ages, and surely few but the students knew aught of these.

The chemise robe made of rough material and girdled around the waist with a cord, the frock the Countess of Jersey wore when she milked her cows in those long ago centuries, has been too frequently seen on our streets and in the most polite gatherings to cause astonishment. The pointed shoes, which are an American production, are copies of those worn by peasants when William the Conqueror ruled in England. They were woven in the kitchen at that time but today they cost anywhere from $15 up.

Thus it was that the designers ransacked those ancient days in the British Isles, when men were strong and women fair and fighting was the rule, for fashions to offer to a gay, wealthy, over-civilised set of women during an era of bloodshed that had not been equalled in the entire stretch of the Middle Ages.

Upon this mediæval severity with its sumptuous embroideries and gorgeous fabrics was grafted the sombre, but splendid, apparel of old Russia. Ancient again, these designs for the most modern of women. Peter the Great may have banished the costume of the Boyards from the Court of St. Petersburg and instituted the gay and the almost feminine brilliancy of the French costumes for men, but the peasants clung to that which the nobles rejected; so when Adolph Bohm and Leon Bakst

(Continued on Page 4)

TODAY'S TOILET HINTS.

A RARE COLLECTION ON BEAUTY HINTS FROM NEAR AND FAR. HOME RECIPES.

Getting Rid of Feminine Moustaches.

"Practical Suggestions."

To women who are annoyed by disfiguring downy hair growths a method of permanently eradicating the same will come as a piece of good news. For this purpose pure powdered pheminol may be used. Almost any chemist should be able to supply an ounce of this drug. The recommended treatment is designed not only to remove the disfiguring growth instantly, leaving no trace, but also to actually kill the hair roots without irritating the skin.

How to have Thick and Pretty Hair.

"Home Talents."

Soaps and artificial shampoos ruin many beautiful heads of hair. Few people know that a teaspoonful of good stallax dissolved in a cup of hot water has a natural affinity for the hair and makes the most delightful shampoo imaginable. It leaves the hair brilliant, soft and wavy, cleanses the scalp completely and greatly stimulates the hair growth. The only draw-back is that stallax seems rather expensive. It comes to the chemist only in sealed ¼ lb. packages, which retail at half-a-crown. However, as this is sufficient for twenty-five or thirty shampoos, it really works out very cheaply in the end.

Blackheads, Oily Pores, etc.

A unique new method instantly removes and corrects them.

The new sparkling face-bath treatment rids the skin of blackheads, oiliness and enlarged pores almost instantly. It is perfectly harmless, pleasant and immediately effective. All you have to do is to drop a stymol tablet, obtained from the chemists, in a glass of hot water, and after the resulting effervescence has subsided dab the affected portions of the face freely with the liquid. When you dry the face you will find that the blackheads come right off on the towel, the large pores contract and efface themselves and the greasiness is all gone, leaving the skin smooth, soft, and cool. This treatment should be repeated a few times at intervals of several days in order to make sure that the result shall be permanent.

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One need not resort to the very questionable expedient of hair dye in order not to have grey hair. The grey hair can easily be changed back to a natural colour in a few days time merely by the application of a simple, old-fashioned and perfectly harmless home-made lotion. Procure from your chemist two ounces of tamalite concentrate and mix it with three ounces of bay rum. Apply this to the hair a few times with a small sponge and you will soon have the pleasure of seeing your grey hair gradually darkening to the desired shade. The lotion is pleasant, not sticky or greasy, and does not injure the hair in any way.

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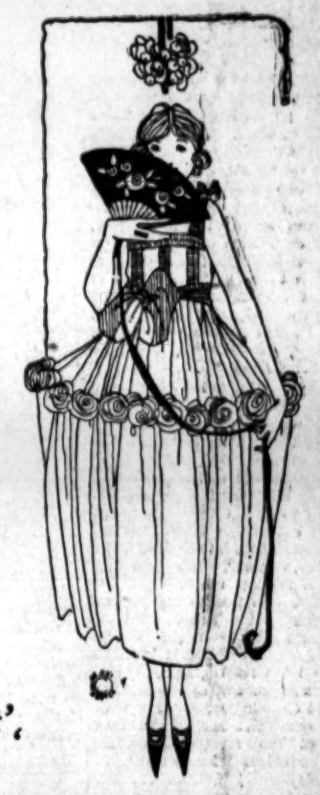

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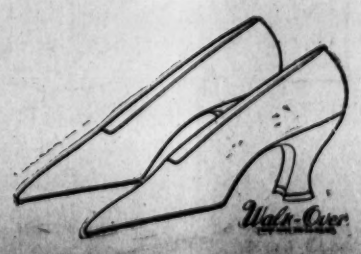


Supple Leather Coat Replaces Cloth One For Late Winter

(Continued from Page 3)

brought into Paris the splendid Slavic costumes Paris was ready to accept them with more enthusiasm than Peter the Great's nobles gave to the French costumes centuries ago.

With the general acceptance of the costumes of a day that was so different from ours, except in its fighting, there came about a tendency on the part of women to wear masculine attire more than ever. They did not know it was the contour chosen by the men who have made this world what it is, but they looked upon it with more favor than upon frills and flounces, blue ribbons and boned bodices, precious laces and cameo pins.

They imagined that their type did not go well with this latter frivolity of dress. They thought of it only as the especial kind of French costumery that had led its leaders to the guillotine.

And now that women have become accustomed to severity of cut, to scantiness of material, to the corseless figure, and even to the bobbed hair of the pages of the Middle Ages, the dressmakers offer them one more bone, as it were, to please their appetites until there comes a change of sartorial diet. Which means that Italy of the fifteenth century has its innings.

That is why we wear leather. It may seem a long cry from the leather coat briskly worn by a smart young woman on a shopping tour to the scrolls of ancient leather placed upon Florentine clothes; but the two have a common bond. One sponsored the other or, rather, one was responsible for the other.

Fashion, like rumor, has a way of getting out of hand. It runs away from its source and breaks into a dozen rivulets. It is often hard to trace its beginning.

This is the case when one realises that the leather jacket worn with a homespun skirt instead of a coat is one of the rivulets that came from the original introduction of fifteenth century Italian cut out work six months ago.

STRENGTH OF LEATHER

When the designers took it into their heads to go back to romantic Italy for unusual combinations in color and ornamentation and found leather work as a suggestion for clever ideas, they rather overdid the fashion. However, it may be necessary to draw large in order to attract the public's attention.

There were two firms in France last August who came out at the beginning of the season with whole costumes of leather. These were Bernard and Martial et Armand. Their exhibitions came early in the month, and leather, plain and perforated, was the most unusual thing they offered.

Each house had evening capes of leather, one had a hunting pink leather blouse trimmed with fur and cut low in the neck, and both houses had waistcoats and simple blouses of white and colored leather. Bands of perforated leather were put on redingotes, they trimmed the front skirts, and were used on sleeves. A white leather frock was so entirely covered with the cuteut pattern that its combination with chiffon did not seem unsuitable. It was really evanescent in itself.

The Americans thought that leather blouses would be the decided fashion offered by the French that we would accept on this continent, but, as far as the season has gone, we have not taken it up. We have run off on a track of our own. We looked at leather as a new fashion, considered it carefully, then decided that we would accept it in an American manner. Instead of perforated evening coats of white leather, we made short, dashing jackets of thin brown leather and added tan homespun skirts and Russian leather high shoes to make up a street costume.

As a substitute for a pink kid peplum blouse trimmed with brown fur, which is really an exceedingly attractive costume and should be given more popularity, we took up jerkins of tan velvet, belted them with embroidered girdles, and used them much in the same way that a warrior of the Middle Ages used his breastplate. The sleeves that emerged from the sides of the leather jerkin were sometimes of knitted wool, belonging to a sweater or a frock.

These breastplates of heavy tan leather have proved effective in winter sports worn over gowns of ribbed wool in the green of spring trees, and there are green ribbed stockings and heavy tan brogans to complete the costume.

LEATHER FOR SPRINGTIME

The observer feels that this constant use of leather on the street in the form of jackets and skirts is a harbinger of spring fashions. It may be that when the warm days arrive we will take up the French idea—which will then be nearly a year old—to make blouses of perforated kid and trim chiffon frocks with it; but at the present moment we are more concerned with combating the weather and we find that leather does that very well.

Last season a woman wore her brother's army coat, put beneath it any old skirt she possessed, and called it a rainy day costume. But the tailors have taught her better than that. They have brought out a number of rainy day coats in leather and whole suits of it in order that the tailored suit, which is such a great expense these days, may be saved for highdays and holidays or, rather, for sunshine and dry streets. Instead of the army coat, heavily made and clumsy in appearance, the tailors offer leather jackets cut to the figure, made of supple kid, with belts, pockets, high collars and a decided feminine air.

The smart thing is to have a whole suit of leather, the skirt cut exaggeratedly plain and short with seams down each side, the hem just touching a pair of heavy leather boots put over tan colored wool stockings; the jacket above the skirt is double breasted and has army pockets that really carry bundles. This suit can be crumpled up in the hand. If the jacket is not warm enough for a bitter day, one slips a brushed wool sweater under it.

The woman who cannot afford a whole suit of leather tries to content herself with the jacket; but she no longer wears this with any old kind of skirt that hangs in the wardrobe. She obtains a thick English homespun skirt made with wide, lapped seams, four rows of stitching and a deep hem either broadly stitched or invisibly caught.

The tailors are not hesitant in offering knee length and hip length leather coats as a substitute for cloth coats. They seem to be able to get hold of the jackets of leather easily and, therefore, spare themselves the time, labor and expense, to say nothing of the irritation and disappointment, of having a coat made in the workrooms.

Every woman knows that a tailored jacket is quite the most difficult garment to get right in the whole gamut of women's apparel. Thousands of tailors boast perfection along this line, hundreds fall short of it. Some who boast do not know how to put in a sleeve, others who demand high prices do not know how to arrange a shoulder seam, those who insist that no one is superior to them often get an under arm seam too short and are not sufficiently competent to completely flatten the hem of the jacket, and there are literally hundreds who do not know how to pose a collar.

It is at the armhole and the collar that the vast majority of tailors fail. To pay $300 for a coat suit today does not guarantee one a perfectly posed collar nor a sleeve that hits the wrist at the right place. And think of $300 for a suit!

If men had to pay that price there would be a revolution. Women pay it throughout the cities of this continent, and though they protest, they do not countermand the orders.

A man's suit consists of three pieces, while a woman's suit has only two; the skirt of a woman's tailored suit is not as difficult to make as trousers; the same is true of the coat; there is slight difference in the amount of material used; yet a well dressed man can get a well built suit for $100 and consider that he pays a high price, whereas a woman starts at $200 this season and is asked nearly $400 if there is fur.

Is it any wonder that with such staggering conditions facing us, the leather coat takes the place of the cloth jacket? That it is a fashion which is sponsored by the best tailors as well as those women who must snoop around, as it were, to find out where they can get the maximum effect for the minimum price.

These leather jackets are not cheap. The best sell for about $90 at the exclusive department shops and for $125 in some of those gray salons where French clothes are shown.

Army coats modified from regulation are cheaper. They can be bought at the sporting houses and are worn by athletic women who adopt actual lad weather clothes to give service. These are masculine in appearance, while the tailored coats made at the shops are feminine. By some curious process of finishing and cutting there are leather coats that appear as graceful, supple, gentle on a woman's figure as homespun, serge or satin.

It is because the tailors have achieved the almost impossible with leather that women adopt it, also because the jacket will not go out of fashion, but will last when it is no longer a fad for smart street costumes.

Today, mind you, it is not a stormy weather garment; it is the substitute for a handsome fur or cloth coat that belongs to a skirt; but if this caprice fades over the horizon tomorrow the leather coat will remain as an admirable adjunct to the wardrobe. It will serve for cold and rainy weather, for motor trips, even for summer traveling. It is the opinion of those who have crossed the ocean recently that no storm coat gives such comfortable service as one of heavy brown leather, strapped in at the waist, with a collar that goes to the chin and huge pockets into which the hands may be plunged.

THE GAYETIES OF LEATHER

This usage of the skin of beasts does not restrict itself to clothes intended to give good service. This is merely the American adaptation of the fashion.

France does not use leather coats as substitutes for cloth ones; the designers in Paris cling to the Italian method of using leather as an adjunct to gay costumery. This is also a Spanish fashion and we are not out of the influence of Spain yet. There has never been a violent adoption of the present or past costumery of Spain, but the influence is always hovering over the horizon like a mist. It comes near, recedes and never gets entirely out of sight. That is the reason for the Spanish comb, the revival of the Eton jacket, the use of roses at the waist, the return of the small fabric fan as an offset to the Egyptian feather fan. It is the influence of Spain that is promoting the round toed slipper with its Cuban heel. Many boot makers show it to oust the mediæval shoe which America has accepted for five years.

Leather, as it was used by Spain and Italy, and as it is now used by France, is not intended as a shield against the weather; it is a fanciful device to give the effect of armorial bearings embroidered on cloth. One's costume reflects the gorgeousness of the fourteenth century in Florence when touched up with huge scrolls of leather, when bands of perforated kid are put on velvet and combined with fur.

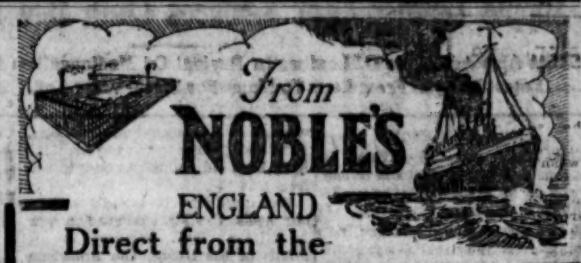
It is a playful thing to do, to take the skin of a hardy beast, refine and polish it until it becomes as supple at velvet, cut it into designs and perforations, and place it in combination with fabrics that are kept for the warmth and light of high gayety.

The blouse makers have seen in this fashion an opportunity to originate a new ornamentation for the short tunic, which was never so demanded as now. They are using suede and soft kid in colors, cutting it in swirling designs and placing it on taffeta and duvetyn blouses as they once used embroidery.

A LITTLE TOWN

Back to Laclede, the other day, came John,
The boy the townsfolk oft had gazed upon
And wondered, as folk will, what future days
Might have in store for him when life's highways
He fared forth to explore. Forwell they knew,
The old and wise at least, that to but few
On this big earth comes Greatness. Millions bred
Are watched by million doting hearts with dread
Of failure, mediocrity—or worse.
As forth they go, the world to bless or curse
With weal or woe which from them flows. And so,
As all his grateful countrymen now know,
Went John, from out Laclede—a little town.
Great cities strive to send in history, down
The echoing ages, from their teeming hordes,
The names of sons made famous by their swords,
Or pens, or silver tongues—yet oft in vain;
What ground have village folk for hope to gain
The guerdon of the ages? Was it fate?
Or magic of parental Love, that, great
Among the greatest of earth's great, came John—
Back to Laclede, that it might gaze upon
Its son? Lo! that small town, in God's great plan,
Had bred and given to the world —a Man!

REMI REMONT.
New York Times.



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Blouses, Millinery	Hats, Caps, Footwear	Carpets, Curtains
Coats, Sports Coats	Ready-to-Wear Suits	Napery, Cutlery

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Johnson's Prepared Wax is made in liquid form as well as paste. Use paste for all floors—wood, marble, tile, linoleum, etc. We advise the liquid for polishing furniture, woodwork, leather goods, etc.

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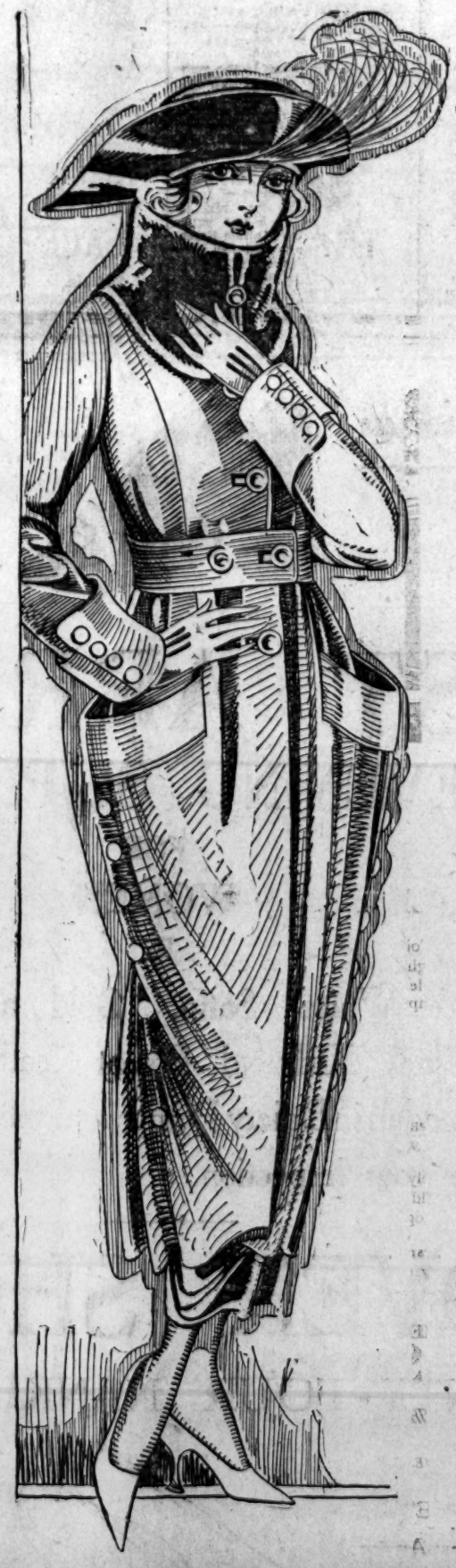

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soothes and cools in emergency, particularly for those every-day injuries such as cuts, bruises, burns, etc.

Telephone Directory vs. Encyclopedia :-: By Ring W. Lardner

To The Editor

They seems to be a few people left in the U. S. that still thinks we wasn't justified or something in declaring war on Germany, but I guess these birds would feel different if they stopped to think that it was a German that invented the telephone and if Louvain and the sinking of the Louisiana was a crime what about the invention of the telephone witch comes from the 2 Greek words tele, meaning far off, and phone meaning sound, and maybe its on acct. of me living in Greenwich, witch isn't far off from the Sound, why maybe that is why the telephone service is so—well you know.

When a man stops to think that the telephone was invented by a German why you can't help but believe the rest about them for instants inventing tear gas and etc. but not only that but it also shows how vs. democracy they was when they invented something that nobody only the liesure class can use because for inst. I and you couldn't never afford it even if we only figured our time at 10 cts per hr. witch nobody gets as little as that now days only the president of Harvard college or a scidler or something, because for instants if I am out here in Greenwich and want to talk to somebody in N. Y. city, why it wouldn't only cost me about $2.00 dollars to go down there and see them where if I telephoned it would be $0.30 cents for the call and days to put it through and if I worked on a 8 hr. basis at 10 cts. per hr why that would be a total of $1.60 for the 2 days that it took to put the telephone call through where I could go down and see them and get back in 3 hours or some such figure.

But in the case of the liesure class its different as the only real work they half to do the whole yr. a round is make out their income tax blanks witch only takes 3 mos. to figure out how they can beat the government and if it wasn't for the telephone they wouldn't know what to do with the rest of their time, where as now when they get tired of poker and bridge and etc., and have got a few days left on their hands why all as they half to do to kill a couple days is try and get somebody on the telephone.

But I don't want my genial readers to think this crabby article means that I don't hold no brief for the telephone company. On the other hand if it wasn't for a German inventing the telephone why they wouldn't of no American invented the telephone directory witch is the greatest institution we got left here from a amusement pt. of view since the saloon was wiped out and the purpose of this letter is to point out the advantages of having a telephone directory in the home for birds that can't afford to subscribe to the public library and etc.

The telephone directory has never been gave the credit it deserves and personally I have got I regret in life witch is that I didn't keep all the telephone directorys witch was ever gave to me as it would save me from buying a cyclopedia witch costs $29 per case opposed to a telephone directory that don't cost nothing if you ever get it and has got 8 or 9 times as many names in it and besides that the names in the cyclopedia is 90 percent dead compared to the names in the telephone directory witch is only 80 percent dead when you try and call them up.

I also wished I could bring 4th a modern vol. to prove my assertions but unfortunately the only telephone books I got in the house is the latest one from Greenwich where you all ready know the number of the grocery store and butcher shop and taxi cab Co. and Mr. Quan who lones you money, and also the N. Y. city telephone directory of May 2, 1919 and I suppose if I live here a couple more yrs. they will give me a October book of 1919 and keep me up to date.

So I will half to prove my point if any by quoteing from the N. Y. city telephone directory of May 2, 1919 as follows as they say.

In the first place it says that usefull information can be found on Page 17. So you turn to Page 17 and the first thing that strikes you in the eyeball is a ad witch says we sell artificial limbs that fit. Well suppose that some morning you was to wake up and have a craveing for a artificial limb that fit and you didn't know how to go about it to get one and they wasn't no telephone directory in the home, why where would you be at. You would half to call up and ask for information witch is another word for practical joke and they would finally give you a firm that sold artificial limbs that didn't come near fitting and you would buy one and half to walk down the st. all out of kilter and people would look at you and make you feel like a fool.

Also they have got on this same page a list of dog specialists and people that clean carpets and guys that refinish beds and firms that sells glass tops for furniture as if a person like myself didn't have enough furniture that my 4 kids could break without having glass tops on them, but if I didn't have a telephone directory in the home why I couldn't look in the main part of it and find so many guys that didn't sell glass tops for furniture.

But of coarse that is all in the advertising cols. and the real usefull information is in the middle of the page in small type and alphabet order like for instants it says the Brooklyn bridge was built in 1883 and is 85 ft. wide witch gives a old timer like myself the confidents to cross acrost it because if its lasted that many yrs. maybe it will last till I get acrost it and if its 85 ft. wide your not libel to bump into anybody from Brooklyn.

Also in the Gs it says that Grant's tomb on Riverside Drive is occupied by the remnants of U. S. Grant where as most of us might of thought it was the obsequies of Jess Willard or something and on 1 of the usefull information pages it tells you where you can buy burlap bags, in the case that some day you would have a corps to dispose of and not know what to rap it up in.

On page 22 they give you information for telephone users witch they don't claim is usefull but it says you can call for information free of charge but no pay for your time getting it, and also the Co. wants criticism but it should always be made by telephone instead of writeing because if you done it by telephone, why by the time you reached the party it would be 3 or 4 yrs. later and the management would of changed hands.

All told it looks to be like the telephone witch was made in Germany was enough excuse for us fighting them where as the telephone directory witch was made in America is a work that should ought to go down in history like "Huckleberry Finn" or "Casey Jones" or something.

RING W. LARDNER.

Greenwich, Conn., Jan. 16.

P. S. The book also says that they have got rest rooms for operators but don't say nothing about rest room for birds that call up.

Good Talkers

How Near Do You Come To The Standard Set By Dr. Crane In This Article?

By Dr. Frank Crane

A deal of the pleasure of everyday existence is furnished by conversation. Yet good talkers are rare. It is well therefore to take heed unto our ways and learn to converse so as to give satisfaction to both our friends and ourselves.

A good conversationalist does not monopolise the talk.

He is a good listener, attends interestedly to what you have to say, and when he replies does not ignore your remark.

He does not talk in a loud tone, does not appear to be drowning you out or beating you down.

He does not mumble nor mouth his words so that you can not get them.

He does not hesitate, repeat, um and ah, nor leave his sentences unfinished.

He speaks distinctly but low, clearly but not precisely, spiritedly but not effusively.

He is not sensitive, touchy.

He is not moody, glum.

He has a sense of humor, but is not flippant.

He is always polite, but not obsequious.

He is not affected.

He is not trying to make you think he is cleverer, wiser or more important than he really is.

He cultivates frank, hearty self-expression.

He does not imitate or perform.

He does not tell stories or engage in long descriptions.

He does not break in while another is speaking.

In a company he gives his opinion among the last.

He is not egotistic, does not boast, talks little or none about himself, his success, his possessions or his family.

He does not indulge in sarcasm or innuendo.

He avoids personalities. He does not criticise. He assumes no superiority, speaks not magisterially, and accepts contradiction good naturedly.

He looks at you.

He does not show that he is bored.

When the conversation lags he is ready with some pleasant subject.

He impresses you as being sincere.

He never seems in a hurry.

He appears to be more absorbed in you than in himself and flatters you with his air of appreciation.

He uses his imagination more than his memory.

He is like Tenyson's brook.

He does not argue or contradict or set traps for you.

And when he goes away you wish he would come again.

1920 CATALOG No. 92

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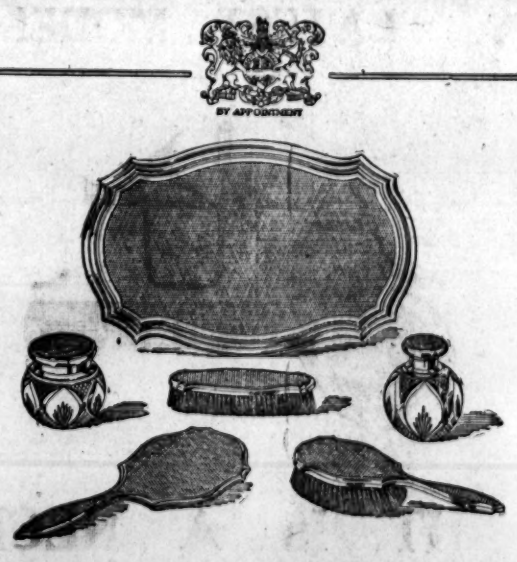

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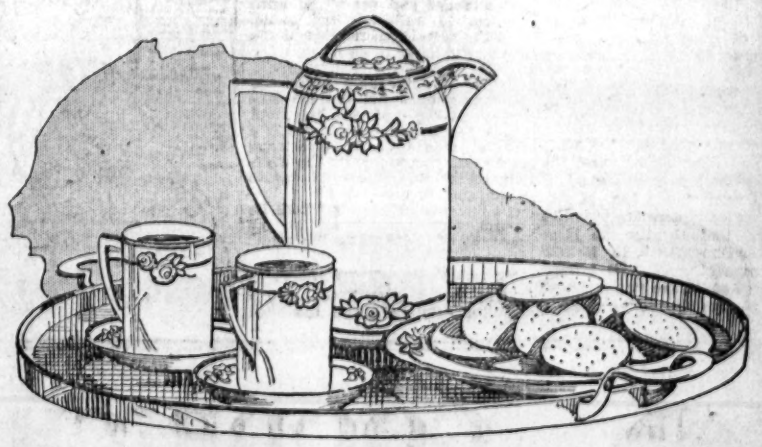

Hot chocolate comes into its own!

For each cup of chocolate allow 1 heaping tablespoonful grated bitter chocolate, 1 heaping teaspoonful of sugar, half a cup water and half a cup Libby's Cream.

Cook chocolate and sugar with a little water until thick—stir in the cream and water which have been brought to the boiling point, and let boil 2 or 3 minutes. Beat with an egg beater until frothy. Add three drops vanilla extract for each cup and serve very hot—topped with marshmallows cut in small pieces.

For supper after the theater—at luncheon when you like a food that is satisfying yet easy to prepare—at breakfast when the children must have a wholesome hot drink before they start to school—indeed whenever you want to be sure of something especially nourishing and good, use Libby's cream in chocolate or cocoa.

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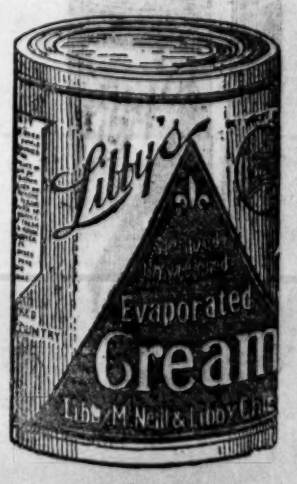

AUTOMOBILES

SHANGHAI, SUNDAY, MARCH 7, 1920

SEVERE TESTS PROVE ECONOMY AND POWER OF CHEVROLET ENGINE

"It is generally understood," says Mr. H. Ricks of Messrs. H. S. Honigsberg and Company, local Chevrolet distributor, "that the Valve-in-Head type of engine is the most efficient. But just what that efficiency really means, few are aware except the owners of a car in which a high development of this principles is embodied.

"What the car actually accomplishes in service is more convincing than any discussion of the engineering theories responsible for the construction of this type of valve. Several recent events brought to my attention illustrate typical experiences with the Chevrolet, which has used the Valve-in-Head principle since the designing of its first model.

"The economy of the Chevrolet Valve-in-Head engine is shown by such experiences as is described in the following letter from Mr. T. E. Tobin, of McCune, Kansas, U. S. A. He writes: 'I recently drove my Chevrolet 'Four-Ninety' to Salina, Kansas, and from there by a round-about route to Kansas City and then back to McCune, a total distance of about 650 miles—or about 1,040 kilometers. The car averaged 28.2 miles (45.12 kilometers) per U. S. gallon of petrol, with a consumption of but two quarts of oil on the entire trip.'

"A graphic display of the surplus power evolved by the Chevrolet engine took place recently in Syracuse, New York, when a Chevrolet 'Four-Ninety' touring car was driven up a long steep cement stairway to the Morningside Cemetery. This stairway was on a 50 degree grade, and the steps were quite high ones, yet the light, powerful car negotiated the climb with but little effort.

"In the recent Denver-to-Cheyenne Road Race, a Chevrolet car piloted by R. J. Copes of Denver and pitted against a big field of the fastest racing cars in the West, again gave a typical exhibition of the speed and endurance of the Chevrolet Valve-in-Head engine. From the crack of the starter's gun until the finish of the race, the Chevrolet held its dizzy pace and in all probability would have smashed the record time for the distance had not a tire been punctured just before it took the lead in the race, which it held until it came under the wire a winner. Another Chevrolet, piloted by Ralph Clifton, led the field for a distance of over 80 miles until overtaken by Copes in the winning Chevrolet.

"These events only confirm the high opinion of the Chevrolet held in this locality. Whatever part of the world this good car has penetrated, and few indeed are the countries where it is not found, it has been rendering a type of service which its owners are proud to describe. Undoubtedly the large sale of the Chevrolet is due largely to the general good will toward the car for which the statements of pleased owners are responsible."

The Care Of A Light Car

By JOHN PRIOLEAU

This epoch in motoring history is more than ever, the owner-driver's. 1920, and probably several succeeding years, will be remembered for the increase of owners who look after their cars themselves and for the proportionate decrease in paid drivers.

To many thousands of motorists who, before the war, were comfortably able to keep a chauffeur, the new conditions of life and the high cost of everything connected with cars will mean that the bare upkeep and running expenses of the car are the sum of their possible expenditure; and people who satisfied their mechanical instincts by occasionally driving themselves on fine days will have to be their own servants and, in more sense than one, take the rough with the smooth.

DETACHABLE HEADS

Much of the advice one has to offer to these is, of course, classic, but I think there are a few hints on the successful management of a moderate-powered car which may be useful without being redundant, especially in the case of these new light cars with their ultra-efficient engines. They are really of quite a different type to the older and more sober vehicles of six years ago, and they have most of them, certain idiosyncrasies of their own which need sympathetic recognition.

Dealing first of all with the choice of a new car, I would lay great emphasis on the absolute necessity for having an engine with a detachable head. The evils of carbonisation and the maddening knock which results are generally quite as common now as in old days, and in some cases noticeably worse. It is not exactly a fault in design so much as an irritating but natural phenomenon. Carbon is chiefly the burnt residue of oil which has been drawn past the piston-rings on to the piston-heads. A certain amount forms at every explosion, the amount differing in various types of engine. If your engine-speed is normally 1,200 revolutions a minute it stands to reason that your engine will run clean for a longer period than if the normal rate is 2,000 or more. With high compression and a long stroke your carbon output assumes serious proportions.

SIMPLE DECARBONISATION

The moment an engine begins to feel carbon, so as to cause it to knock under load, efficiency, smooth running and economy all suffer alike. The job of dismounting a four-cylinder block is not lightly to be undertaken by anyone unused to these labors. Getting the thing off is fairly easy, but putting it back again is a very different matter. The result too often is that the hated business is postponed and postponed until the car is well-nigh undrivable. And the petrol consumption at the latter end is a thing to wonder at.

With a detachable head the work is simple and not too irksome. It does not take long, and there are no opportunities for a careful man to make disastrous mistakes. Consequently the average owner will cheerfully devote a morning to scraping his piston-tops and cylinder-heads where he would have shuddered at the thought of dismantling the whole engine.

ECONOMY VS. GOOD DRIVING

The wisest plan is to make a definite rule and have the head off once in every two thousand miles, or whenever experience shows that too much carbon is forming.

Incidentally, it is worth reminding novices and others that, delightful as is the practice of using your engine as a brake on long easy slopes, it is very productive of carbonisation. Strictly speaking, it is not good driving to declutch on such hills. In practice it is an excellent thing to do if your engine is at all given to sooting. The suction exerted on the oil in the base chamber, with the engine running against compression, is very great.

I would advise every owner of a light car to order his and its life as much rule as possible. Set aside a date or mileage for cylinder, cleaning another for spiring oiling, a third for brake adjustments. Find out the maximum distance your engine will run satisfactorily on a given quantity of oil. Reduce this by 20 percent and replenish accordingly. If a gallon serves for 1,250 miles, let us say draw it off at 1,000 miles, flush out the base-chamber with paraffin, and fill up with new oil. Oil is cheaper than new bearings.

NEGLECTED SPRINGS

All properly equipped cars should have some form of protection for their springs. A spring works out of sight and is usually disgracefully neglected. It is as sensible to allow a spring to work exposed to mud and grit as to leave the half-time gear uncovered. The makers' instructions for keeping the whole suspension system adequately lubricated should be obeyed as scrupulously as any other. It makes an amazing difference to the comfort of the passengers and eventually saves money in tires and repairs. When one considers that many of these light 10-h.p. cars can be driven at fifty miles an hour and often are the importance of treating their springs with as much care as other working parts is self-evident.

If the new car's springs are not protected, let the owner's first care be to buy and fit well-made covers. It will prove one of the most important economies he can practise. This applies in a less degree to the steering joints, which even in these enlightened day, are often allowed to work under the worst possible conditions.

TIRE ECONOMY

Hard tires are generally very uncomfortable things to drive on, but they are economical. The tire pressure gauge is probably the accessory which is least used on the average car. It is no trouble to test a suspected tire for low pressure, but due action on the information secured is the thing most often left undone. You dare not inquire what the gauge will register, lest the dreaded pumping up be necessary. By shirking a quarter of an hour's tedious labor you materially reduce the life of your tires and add appreciably to the bill for upkeep.

THE VIRTUE OF KINDNESS

Keeping a medium-sized car (or, for that matter, any sized car) in efficient and unwasteful condition is a simple matter, but it is not automatic. Very few things on a modern car of high efficiency are truly automatic, and there is practically no part of it working mechanically that does not need periodic attention, inspired by strong common sense. I do not refer to such special fittings as dynamos and engine-starters. Though they are now as integral a part of the ordinary chassis as a magneto or a carbureter, explicit instructions are usually supplied by the makers to ensure their proper maintenance. A motor-car has many charming attributes, and one of the most striking is its gratitude for attention. It responds to kindness in a manner which is, in many cases, more than human.

A well-treated car will in these days last an unconscionable number of years, provided it comes of first-class stock, and the best car in the world will succumb to neglect. And when this happens it becomes one of the most expensive things you can own.

Columbia Dry Batteries

Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering **Columbia** Batteries. They'll renew the spark of life like a flash. For **Columbias** are eager with power. Their energy flows hot—they make things go.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire — and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogues and details from

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TIRES

The Tires that penetrate through the mud and grip the road. Your car cannot side-slip, no matter how greasy the streets are.

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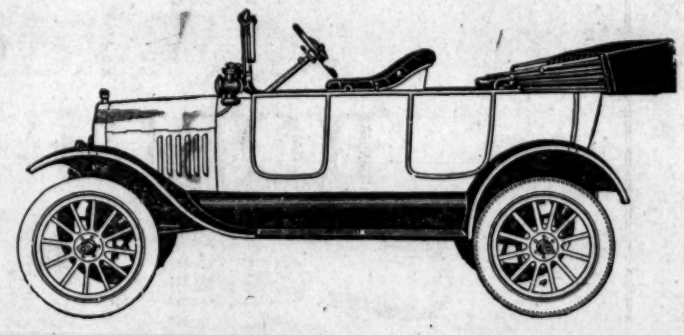
from the point of view of its cost, for you can buy the

LATEST MODEL FOR

TAELS 700



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IT IS A NECESSITY

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RECALLS GROWTH OF AUTO SHOWS

P. T. Barnum Credited With Being The First Auto Show Promoter

FIRST REGULAR SHOW 1900

Has Now Become The Greatest Annual Show Event Held In New York

By S. A. MILES
(Manager New York and Chicago Automobile Shows)

The year 1920 sees the twentieth National Automobile Show celebrating the twentieth anniversary of the automobile industry in America as an actual industry. The idea of the motor car itself is hundreds of years older. Back in the thirteenth century a far-sighted old gentleman risked ridicule with the prophecy that the day would come when a horseless chariot would be invented which would run as fast as a horse. One of the first contraptions that appeared in fulfilment of this rash prediction—some 600 years too late, by the way, to give the poor prophet his satisfaction—was regarded as enough of a freak to be exhibited in 1896 with the rest of them by P. T. Barmun, who thus had the credit of putting on the first automobile "show."

FIRST SHOW IN 1900

Madison Square Garden saw the first real automobile show in 1900, during the week November 3-10. Even then people were afraid to go too close to the curious contrivances. I recollect that a flat oval track was built in the arena at the Garden upon which makers might prove to the public that the things would run. People took care to sit in the galleries during demonstrations, and those who wanted to cross the track did so over a bridge. A sensation was created by the discovery that cars were able to climb a wooden hill which had been made on the roof of the Garden. To run down, of course, but really to climb up! That they did not go too fast we know from the fact that most of them were single cylinders.

There were thirty-one exhibitors of complete motor cars at that first show and twenty of parts and accessories. It seems a far cry from those few dauntless rattle-traps to the eighty-seven passenger cars, seventy-five trucks and 284 accessories of this twentieth show, but the development has been consistent and logical.

At the second national show, held in the Garden in the first week of November, 1901, there were fifty-one exhibitors, the track was omitted and demonstrations were given on the basement floor and around the block occupied by the Garden.

ORGANISATION OF N. A. A. M.

To control the development of the fast-growing industry the National Association of Automobile Manufacturers was organised and it was decided to hold the national exhibition at the beginning of the year instead of at the close, and to have it managed by a committee on which the N. A. A. M. the Automobile Club of America—under whose auspices the first show was held—and the Garden company should each be represented. After that progress went on at express speed.

There was no show in 1902, but in January, 1903 the third show was held with 150 exhibitors represented. By 1905 the number of exhibitors had increased to 250, and several applications had to be refused for lack of space. With the 1905 show the contract between N. A. A. M., the Madison Square Garden and the Automobile Club of America expired and the Association of Licensed Automobile Manufacturers obtained a lease of the Garden for several years, with an option of renewing it.

PALACE USED FIRST IN 1913

With the expansion of the industry, each year saw more exhibitors represented at the show. In the exposition held January 8-15, 1910, there were 323, of which 54 showed cars, 23 motor cycles and 246 accessories. In 1913 both Madison Square Garden and Grand Central Palace were obtained to afford space for the 545 exhibitors. During the first week of the show a total of 93 makers of passenger cars, 25 of motor cycles and 372 of accessories had displays in the two buildings, and during the second week 66 manufacturers of commercial vehicles exhibited their products.

As the war went on and we became more deeply involved in it, the automobile industry like every other devoted itself almost exclusively to production for war purposes. During the dark days of 1918 it was decided by the National Automobile Chamber of Commerce that no show should be held in January, 1919. After the armistice was signed the manufacturers reiterated their decision because factories were too firmly on a war basis to be immediately reconverted to peace time uses. The automobile dealers, however, planned to carry on unbroken the tradition of the automobile show. With the co-operation of manufacturers the annual display took place in Madison Square Garden and 69th Regiment Armory.

The Factories Behind The Overland 4

Many great factories contribute to the production of Overland 4.

Of these the main factory is at Toledo, Ohio.

In this factory more than 650,000 cars have been built.

Its floor space is 5,232,436 square feet, or 120 acres (48 hectares).

Its railroad yards comprise 13 miles (21 km.) of private track.

Its yards and docks permit loading and unloading 1,000 freight cars per day.

In one of its huge presses, 4,000 automobile frame side rails can be cut and formed each day.

Its furnaces consume 275,000,000 cubic feet (7,800,000 m3) of gas each year.

Its boilers have a capacity of 7,500 horse power.

Its painting, cleaning, hoisting, and compressed air tools consume 410,000 cubic feet (11,500 m3) of air per minute.

For Overland 4 more than 8,000 special dies, jigs and other fixtures were required.

New automatic heat treating furnaces have been installed to insure absolute uniformity of steels.

Three tremendous new batteries of drying ovens, each 135 feet (41 m.) long and 40 feet (12 m.) wide, provide capacity for enameling the steel bodies of all Overland 4 cars.

The present tool equipment provides for the production of 1,000 cars per day. Throughout every plant that contributes to the building of Overland 4, there is a quality standard which was raised even higher by the successful Overland war experience. Quality applied to Overland 4 ranks first in every consideration.

War Teaches Auto Makers Many Things

New Marmon Model Embodies Ideas Developed In Service At Front

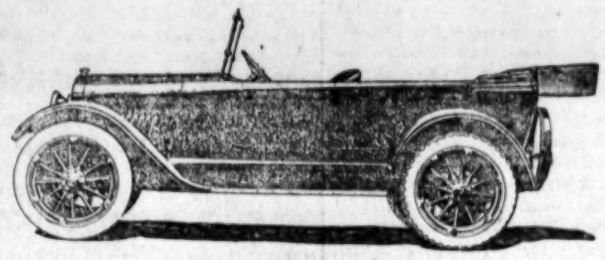
"What will be the lessons the motor car manufacturers will learn from their war experience?" was a question frequently discussed by motorists during the long months when virtually the entire resources of most of America's great motor plants were engaged in war work. The final answer to that question was disclosed in New York, at the 1920 Automobile Show. More than a year has passed since the signing of the armistice, and the cars that went to exhibition in New York may be accepted as showing the real effects of the war's lessons on American motor car design and construction.

Of especial interest among the new cars, therefore, was the new Marmon model, because of the unusually valuable experience its builders had during the war as builders of two types of aviation motors. Marmon officials were called to Washington to participate in the conferences that resulted in the Liberty motor design, and virtually the entire resources of the plant were concentrated on aviation work at the close of the war. It will be remembered, too, that Marmon holds permanent possession of the pennant awarded to them by the government as champion builders of Liberty motors. The post-war Marmon, therefore, should be representative of the lessons to be gained from war experience.

The chief changes in the new car are to be found in the motor. It is described as a new high efficiency type, both because of structural changes and because it is built according to the same rigid standards demanded in aviation motor construction. The tolerances allowed in fitting are unbelievably fine—indeed they would have been impossible a year or so ago. It was only the finer methods that were developed as a part of the work of building aviation motors that made them possible today.

Though the motor is of the same piston displacement as the former Marmon power plant, it develops considerably more power. This has been partly accomplished through removing the last traces of vibration by the use of a crankshaft of unusual dimensions, it being 2¾ inches in diameter. This, with very light reciprocating parts results in a motor of phenomenal smoothness.

To See One Is To Want One
To Ride In One Is To Buy One



Chevrolet F. B. Baby Grand Touring Car

CHEVROLET

"BABY GRAND" TOURING CAR

In this new model is found the streamline design at its best. The long unbroken lines sweep in graceful curves from the radiator to the well rounded back, with not an angle or projection to mar the harmonious effect.

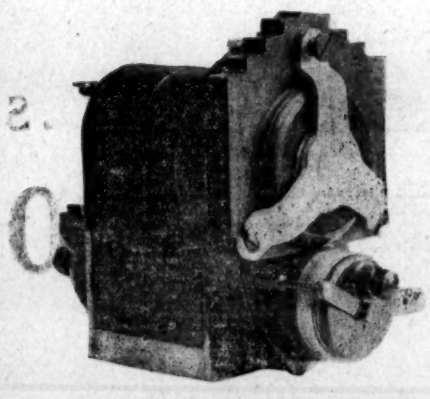
The five-passenger body is new and distinctive. It might be said, too, that it has individuality. It has not followed the common practice of the day, but here and there have been given touches to separate this new model from any other.

The body has been upholstered in such a way as to make it extremely comfortable for the passengers. You sit deep in the seats. You are able to relax. You are able to feel this comfort indefinitely. You do not get tired riding.

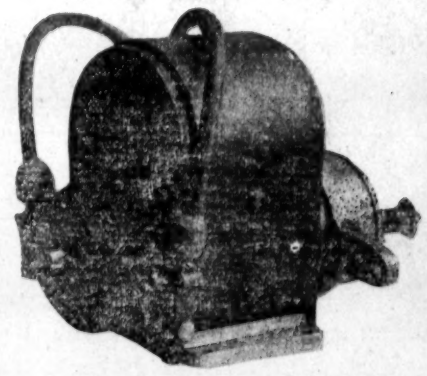
Equal attention was given to each important feature of its construction Mechanical sturdiness, proper weight, safety, economy, appearance, convenience—all have been ideally combined in this new model.

H. S. HONIGSBERG & CO., INC.

40 Bubbling Well Road



Why you must fit a BOSCH MAGNETO on your car

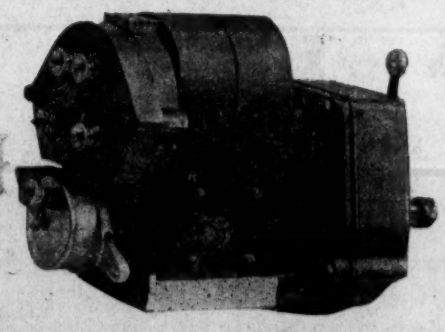


THE RELIABILITY of a Magneto depends upon its form of construction and the material and labor put into it. **THE EFFICIENCY** of a Magneto depends upon its electrical design.

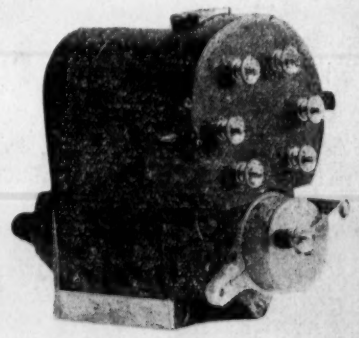
BOSCH MAGNETOS

HAVE A WORLD-WIDE REPUTATION

representing the highest type of workmanship, with the embodiment of only the best materials, formed into a design which for years has been recognized throughout the world as standard, and unequalled for its electrical efficiency. It is for these reasons that Bosch Magnetos cost a trifle more than other magnetos. But the continuous "no worry" service that they render is worth every cent of that extra cost. Among your friends, ask the one who has operated an engine with Bosch Magneto Ignition. Generally, the reply is, "I wouldn't have anything else; I oil it and forget it."



We have been appointed agents for this famous Magneto. Ask us to tell you all about it.



THE CENTRAL GARAGE CO.

2a Jinkee Road — Tel. Central 3809

WHAT BECOMES OF ALL THE OLD AUTOMOBILES?

Eventually Get To The Junk Heap, But Some Of Them Not For Long Time

You hear it said over and often, "Where do all the old automobiles go?" And well one can ponder over that question, as there are upward of a million cars traded in or replaced every year and the old models must go—somewhere.

In answering the question, H. T. Wheelock of the Velie Company said: "The majority of old cars go to the junk man, of course. They were improperly built originally and did not stand up as will the cars of today; they were too expensive to operate, and not at all comfortable or efficient. Those old cars deserve to be melted up and used again.

"Then there are the fairly good cars which are converted into trucks and serve a period of usefulness before being finally claimed by the scrap man. Then, the majority of cheap cars, whose short life is the joy of the iron dealer, and finally the old cars that are still serviceable and going strong.

"Our company is endeavoring to locate the oldest Velie car in service, and while the search has not yet ended, this story is interesting:

"Dr. William B. Vail of Wayne, Neb., writes as follows: 'My Velie is ten years old, bought in 1909; the original paint is still in elegant shape and luster. I have driven it over 102,000 miles at a cost of not over $65, and am still using it every day in my practice. I wish you could see me climb hills on high with my Velie that tax the stamina of new cars.'"

"Not all the old cars, therefore, have outlived their usefulness, as is the case with the man himself. A car is only as old as it feels. We believe the above performance establishes a record impossible to surpass."

AUTO TRADE NOTES

At the first annual meeting of the Trailer Manufacturers' Association of America, J. H. Fertig was elected President to succeed W. E. Ferris. H. C. Fruehauf and J. C. Endebrock were re-elected First Vice-President and Secretary-Treasurer respectively.

Walter P. Chrysler, formerly President and general manager of the Buick Motor Company and First Vice-President in charge of operation of the General Motors Corporation, has become associated with John N. Willys as Vice-President and general manager of the Willys-Overland Company and of the Willys Corporation, with headquarters in New York.

The Briscoe Motor Corporation of Jackson, Mich., has acquired the John Bohnet Company of Lansing, one of the largest manufacturers of closed automobile bodies.

The Steinmetz Motor Car Corporation, with executive and sales offices in the Ziegler Building, 512 Fifth Avenue, New York, has been chartered in Maryland, with a capital of $2,000,000 to manufacture a new type of lightweight electric delivery truck and an electric industrial car for use in manufacturing plants. Both cars are the invention of Dr. Charles P. Steinmetz, chief consulting engineer for the General Electric Company.

Two Packard trucks equipped for the United States Army as a mobile shoe repair shop passed through New York on a test trip from Boston to Washington, how easily such an outfit can be moved from one place to another.

In an octagonal room, paneled in a combination of ivory and black and gold, the Marmon Automobile Company is displaying at Broodway and Sixty-second Street the latest Marmon models. By the use of a projecting lantern and colored slides it is possible to show a prospective purchaser an exact reproduction of cars finished in special colors.

The British Dunlop Company has extended its organisation and Dunlop America, Ltd., has been incorporated and will expend about $25,000,000 on the initial unit of a new plant at Buffalo, which will include cotton mills for the manufacture of cord fabric for tires.

The entire factory facilities of the Peerless Motor Car Company are now devoted to the production of the Peerless two-power range, eight-cylinder passenger cars.

Organisation of the Handley-Knight Company, a new corporation that will start with a working capital of $1,000,000, has been announced. The corporation will manufacture a four-cylinder Knight motor car at Kalamazoo, Mich.

Maxwell Light Trucks Forging To The Front

With 15,000 one-and-a-half-ton Maxwell trucks now in daily use sufficient data has been accumulated to stamp this as one of the most economical and consistent of commercial vehicles on the American market.

The first Maxwell truck was not produced until 1917, and with the eighteen months of war that followed there was little chance for sufficient production to make it the predominating figure it is today.

There are two classes of haulers using Maxwell trucks—the man who is just deserting the old-fashioned team of horses, he is desirous of making his first step an economical one. The second class is the man who has been in the truck division for several seasons, but who, from using heavier vehicles, has determined that a ton-and-a-half Maxwell can carry his capacity loads and cost less to operate.

Both of the foregoing classes upon entering the Maxwell ranks become charged with a sense of appreciation and enthusiasm. The Maxwell Truck Department at Detroit is constantly in receipt of letters and especially photographs showing Maxwell trucks answering the call of every demand in the field of agriculture and general transportation.

At Watertown, Mass., and many other places the Maxwell is the backbone of the city Fire Department. In various cities scattered over Missouri and the Middle West police patrols mounted on Maxwell chassis maintain law and order, while Uncle Sam has a fleet of these sturdy one-and-a-half-ton vehicles hauling mail at Birmingham, Ala., and many Western cities.

Lumber mills, coal mines, oil fields, gravel pits, machinery houses and every branch of the commercial world has furnished photographic evidence of the prowess of light-weight Maxwell trucks. But it is in the realm of the farmer that it is most prominent, at least in point of numbers.

The most convincing demonstration of its rural value was brought out in the recent National Motor Truck development tour when the Maxwell hung up a marvellous record of economy and performance through the rich farming districts of seven Middle Western States.

Each truck in this great convoy was placed at the disposal of the farmers along the route, doing every kind of duty from the grain field to the market. Because it could carry such tremendous loads despite its convenient proportions and economical upkeep the Maxwell truck became more or less the pet of the tour.

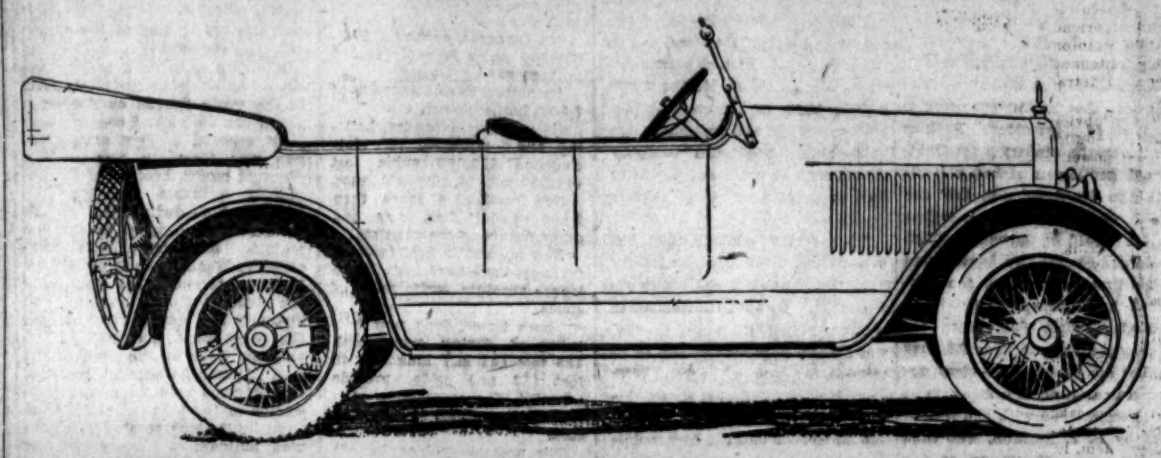
TRIUMPH
MOTOR CYCLES
Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

Historic Fact.
The first British Motor Cycle used in the war by the French and Italian armies was the TRIUMPH. But the British Armies soon insisted that the entire output of the famous TRIUMPH Motor Cycles should be reserved to them and them alone.
This is the finest tribute that can be paid to the production of any manufacturer.

KING "8"

THE CAR OF NO REGRETS
THE IDEAL FAMILY CAR

THE GASOLENE CONSUMPTION IS UNUSUALLY LOW



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TAELS 2000 — SPECIAL OFEER — KING ROADSTER—WIRE WHEELS — TAELS 2000

TAELS 2250 — SPECIAL OFFER — KING FOURSOME—VICTORIA TOP—WIRE WHEELS — TAELS 2250

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LIGHTENING WITHOUT WEAKENING THE CAR

Premier Engineer Tells How His Company Solved The Problem

By CHARLES S. CRAWFORD

How much can you lighten a motor car without weakening it?

Is lightness a good thing, providing you can obtain it without sacrificing strength?

These questions have been uppermost with engineers from the beginning of the automobile industry.

It has been learned, through years of experience, that excessive weight in a motor-car runs up the cost of maintenance, makes driving harder, and detracts from the life of the car.

It is also obvious that the more weight you build into a car the more horsepower it takes to propel the car itself; and there is nothing that costs the manufacturer so much as producing the single factor of horsepower. Besides it is good engineering to save all the horsepower you can for carrying live passenger weight and to require as little as possible for carrying dead, innate mechanical weight.

All of which argues plainly that the real job of the engineer is to lighten his car just as much as he can without weakening it.

Nobody disputes this.

The problem, however, is not so easy.

Until science found how to put tensile strength into aluminum without materially increasing its specific gravity all that engineers could do was to use smaller dimensions, made possible by finer steel. This latter plan held out no hope for materially decreasing motor-car weight. Besides, there are many points in a motor-car where the use of steel is not feasible—for example in the cylinder block itself, where the idea is not so much to obtain strength as to select a metal which will rapidly throw off heat and react regularly to thermostatic changes.

With the development of a sturdy aluminum alloy wherein are combined both strength and lightness, the engineering fraternity began to see daylight.

Lynite, a strong aluminum alloy, is the basis of Premier construction. By casting our cylinder block and crank case from lynite and by using it at every mechanically feasible point, we have reduced the weight of our motor alone by 500 pounds.

Nearly A Billion For Better Roads

Improved Highways And Motor Trucks To Form A Gigantic Transportation System

By B. A. WILLIAMS, JR.
(President of The Garford Motor Truck Company)

A billion dollars for highway improvement in the United States in 1920, coupled with the contemplated production of what may aggregate a billion dollars' worth of motor trucks, will go far toward solving the transportation problems which now confront the Nation. This is presented in the nature of a self-evident fact rather than a prophecy.

For the first time in history there is a concerted movement under way throughout the United States for the development of the highways. Within the last few years the public's conception of "good roads" has undergone a marked change. The necessity for more adequate transportation and the universal recognition of the motor have been largely responsible.

With this change came a clearly voiced demand for legislation which would systematically further the development of highways. This demand increased in volume as time went on. Various organisations, directly interested in this vital project, redoubled their efforts. For the first time the Federal Government awakened to the situation and placed the stamp of approval on detailed plans for a nation-wide highway system. State Legislatures drafted bills calling for extensive improvements. The voters of several States further expressed their convictions by voting for large bond issues designed to further road development.

As a result of this concerted movement the nation has today approximately $1,000,000,000 for the improvement of highways, according to accredited reports. This includes funds brought forward from work contracted for but not completed in 1919, funds available from State and county taxes and from aid offered by the Federal Government, one-fifth of the State and county bond issues not before available, one-third of the unexpended balance of State and county bond issues previously available and funds available from new bbond issues to be voted on early this spring. This does not include the funds and work which will be contributed by townships and road districts.

The total is four times that expended during any previous year for road construction.

Government reports show clearly that in those localities where improved highways are the rule the cost of haulage is proportionately lower. For instance in the East North Central States, which boast miles of improved roads, the cost of transportation by motor truck was but 9 cents a ton mile. Contrasted with these States are those of the South Atlantic section, where there are a limited number of improved roads. There the cost was 18 cents a ton mile. Based upon a year's hauling activities, the difference is an important one.

Automobile Is Indispensable

"The vital value of time and speed is one of the vivid and indelible lessons impressed by the great war," says J. D. Dort, President Dort Motor Car Company. "To that example is accountable the now well-nigh universal concession that the motor car is an indispensable factor in times of peace as well.

"None can escape the fact that the colossal operations of the recent world conflict would have been quite impossible without the aid of motor cars.

"And so through the winning of battles, the saving of lives and the hastening of victory it becomes clear that the automobile occupies equally effective relevancy to the struggles and conquests of peaceful business.

"The motor car means swifter, surer and more efficient action—whether in war or in peace."

Improvements Made In King Line For 1920

For 1920 the King Motor Car Company will continue to feature four body styles—all using the same chassis. They are touring, foursome, road king and limoudan.

The bodies are all new designs and many improvements and refinements have been made in the King time proved chassis.

From head lights to tire carrier one notices in the 1920 King models details of construction, some of minor and others of greater importance, all of which total more than 100 points of improvements and refinements in chassis and body styles.

PACKARD FOR THIS YEAR HAS FINE BODY DESIGNS

Announcement That Production Of Twin Sixes Will Be Doubled Adds Interest

The recent announcement that the production of Packard Twin-Sixes would be doubled during the coming year attracted special attention to the exhibit of the Packard Motor Car Company of New York at the show.

The exhibit emphasised the idea of passenger transportation, including two of the standard Packard models—one open and one closed—and several Twin-Six chassis equipped with special bodies of unusually attractive design.

The seven-passenger touring car, well known on account of its splendid riding qualities, generous seating capacity and dependable service, together with a seven-passenger brougham, demonstrate the finer points of the standard Twin-Sixes.

Of the Twin-Sixes equipped with special bodies, the seven-passenger inside drive limousine is particularly well designed and interesting to the owner-driver. All of the windows in this body drop entirely out of sight. The division window may also be dropped, enabling the owner to have one large compartment when doing his own driving. The window may be raised, giving two compartments when a chauffeur is used.

In the four-passenger coupe the seats are so laid out that two people are easily accommodated on the seat set slightly to the rear of the driver's seat. An extra seat facing forward folds under the cowl when not in use.

Several conveniences make the four-passenger runabout a very desirable car in addition to the beauty of design demonstrated in this special body on the Twin-Six chassis.

HOT SPOT CHALMERS

"Little has been said about the Hot Spot Chalmers holding the world's greatest speed record, as we felt that something more than speed was sought by the average buyer," said T. J. Toner, Director of Sales of the Maxwell Motor Company recently. "This record was 1,898 miles in 24 hours. The furthest distance man has ever traveled on land, sea or air in twice around the clock."

PERIL OF CARAGE FUMES

Prevent Poisoning By Careful Ventilation In Cold Weather

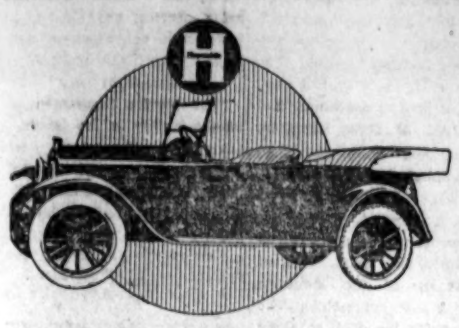
Owners who do repair work in their garages should be very careful, especially during the cold weather season, to see that the garage is properly ventilated. Dr. Wilmer Krusen, Director of the Philadelphia Department of Public Health, gives the following useful information on the avoidance of gasoline poisoning:

"While few cases are on record of such poisoning, known as petromortis," he says, "it is probable that the Winter months may bring to light cases of gas poisoning caused by inattention to proper ventilation required in the home garage.

"The greater number of cases of petromortis have occurred in the private garage during the cold weather, when engines are allowed to run in the course of some repair or adjustment.

"The most serious part of this type of poisoning is that death may be caused in a short time without due warning.

"Avoid the possibility of such an accident by maintaining constant ventilation in the garage. Never allow the engine to run indoors unless you are sure that there is an exit for the dangerous fumes which come from the exhaust."



There is genuine comfort in the thought that your Hupmobile conserves fuel by making every gallon go farther. Owners demonstrate that the Hupmobile gives 25 miles per gallon in actual runnin ; on the road.

Brief Specifications

Body Types—Five-seater touring car, two-seater roadster.
Wheelbase—112 inches, (2.84 m).
Cylinders—Four, cast en bloc, removable head 3¼" bore x 5½" stroke, 83 x 140 mm.
Starting and Lighting—Electric-two unit system.
Ignition—High tension magneto.
Carburettor — Adjustable.
Fuel System—Vacuum feed.
Lubrication — Pressure system with pump.
Clutch—Dry disc type—7 plates.
Tyres—815 x 105 mm. clincher or 32" x 4" straight side. Demountable rims.
Wheels—Wooden (Artillery type).
Color—Blue or gray body.

The Shanghai Garage Co., Ltd.
125 Bubbling Well Road

Owning & Operating
Eastern Garage
4 Soochow Road, Shanghai.

Owning & Operating
Star Garage
125 Bubbling Well Rd., Shanghai.

Hupmobile

MILEAGE *and* Car Protection

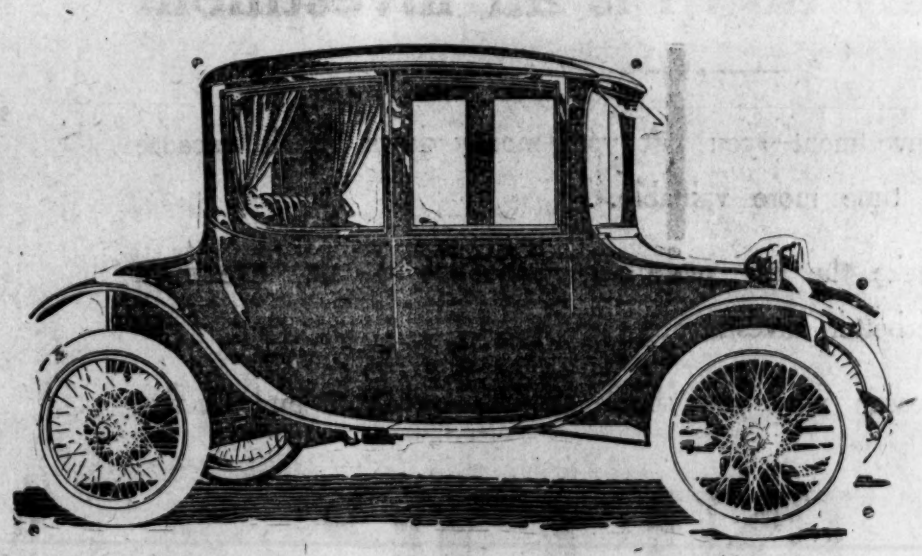
MILEAGE is a big thing, of course, and Firestone users get it in the maximum degree, but they get much more than this.

They get car-protection, a vital Firestone feature, guaranteed by the resilience of Firestone Tyres.

Now, more than ever, it is vitally important to save wear and tear on your car and the Firestone tread is not only tough enough for long, strong wear, but the rubber is of the quality which absorbs shocks, protects the mechanism and reduces repairs to the minimum. Equip today.

THE CENTRAL GARAGE CO.
2A JINKEE ROAD
SHANGHAI

Milburn
LIGHT ELECTRIC



The Upkeep Counts For Nothing

When you can secure the desired results with a simple mechanism, why use a complicated one?

The streets of Shanghai offer nothing that cannot be fully met by a simply constructed car of the Milburn type. Traffic conditions place it on a level with a gasoline car so far as speed is concerned, and it is superior in the point of upkeep.

The few parts in the construction reduce the number of auto troubles and lower the cost of repairs.

Milburn Electrics are daily adding to the number of their friends in Shanghai by reason of the few demands they make on their owners' time and attention.

Andersen, Meyer & Co., Ltd.

Shanghai

M12 7 Yuen-Ming-Yuen Road. Telephone Central 778

AGED COUPLE COMPLETE 6,341 MILE TOUR IN CAR

Mr. And Mrs. A. Roe, 60 Years Old Travel Across America In Buick

Mr. and Mrs. A. Roe of Seattle, Washington, U. S. A., have just completed a successful 6,341-mile journey from the Atlantic seaboard to the Pacific in their new 1920 Valve-in-Head Buick, visiting the Buick factory at Flint Michigan, enroute.

Upon reaching home, Mr. Roe told in detail of the long trip across the American continent.

"On our arrival at Flint, Michigan," said Mr. Roe, "through the courtesy of officials of the Buick Motor Company, we were given a special guide, who showed us through the great Buick factory. We started with the raw materials and ended up with the finished shining Valve-in-Head Buick. I consider that trip a liberal education in motor car construction and can recommend it to every motorist.

"That same day we left over the National Highway for the Atlantic coast, whirling through Columbus, Ohio, Washington, D. C., Baltimore, Philadelphia, Atlantic City, into New York City. We motored up the Hudson River, making short stops at Rome and Albany on our way to the Adirondack Mountains, crossing New York State into Buffalo and afterwards into Canada at Niagara Falls, crossing Ontario to the West by the way of London. We entered Michigan at Port Huron, proceeding on to Detroit and Chicago.

"From the cornfields of Iowa, we turned North on the Jefferson Highway to St. Paul, then on the National Parks Highway to Fargo, N. Dakota, entering Canada again at Portal. Through the bad lands of Canada we drove westward over the Red Trail, crossing the Rocky Mountains at Crow's Nest Pass, swiftly making the final lap of our journey between Spokane and Seattle, completing a 6,341 mile trip with only a mechanical expense bill of 50 cents. That 50 cents was spent for tightening rivets in the fan.

"We averaged 18 miles to the American gallon of petrol and 200 miles for each day's travel, starting at sunrise and driving till after dusk, camping out each night from New York City to Seattle, with the exception of one stop in Iowa and one in Canada.

"After going over the Ohio River, we began counting cars every ten miles and many times we counted more Buicks than any other make. We had no occasion to test the reputation for courtesy of Buick dealers along the way, as our new model's operation as perfect at all times.

"The weather was ideal, with the exception of two rainy days, but they did not interfere with our daily traveling schedule.

"With only two punctures from coast to coast, we certainly had a wonderful trip," ended Mr. Roe enthusiastically, "and we are all well pleased with the performance of our car. Mrs. Roe and I are both past sixty years of age and yet we were never tired on our way across the country."

Greatest Demand Is For Light Cars

The Efficient Light Car Meets Every Demand Of Modern Traffic, Says John N. Willys

"Light weight, with power, durability and road comfort, is the demand of the day in automobile construction," says John N. Willys, President of the Willys-Overland Company.

The demand for efficient automobiles is greater than ever, in Mr. Willys's opinion. "There is," he says, "an ever increasing need for more transportation. Railroads all over the country have been hard pressed to provide the necessary facilities. The automobile must supplement the rail service. The street car systems in most cities are experiencing the greatest difficulty in maintaining proper service and, almost without exception, they have been compelled to demand much higher revenues for their service. Business is expanding enormously everywhere. This is its speedup era. As a result, the automobile has come into greater use than ever before. It is today as necessary as the telephone.

"The increased congestion of traffic on rail lines and in city streets is bringing with it many problems, and these problems are emphasising the need for those qualities which only a good light car can have.

"Every community, for instance, has its parking problems. Every community has its traffic congestion problem. For parking, these days, the demand is for light cars of short and quick turning radius, so that the driver can slip handily into small spaces along the curb. For traffic the demand is for cars of wide extremes in operation—slow speeds in high gear, quick acceleration, abundance of power for getaway, short turning radius. The trend of the times is toward cars, therefore, of greater usefulness and economy. All of these demands, as I see it, point unmistakably to the day of the efficient light car.

"The efficient light car answers still another demand. The public wants a car today of low operating and maintenance costs without sacrifice of any of the comforts possible in a good automobile. The era of high prices has made economy of motor car operation and maintenance essential.

"That the automobile manufacturers have met these post-war problems will be apparent in the 1920 models exhibited at the automobile shows. The paramount notes at the show will be found to be lighter weight, smaller tires, claims of increased gas mileage and simplification of motor, chassis and body construction."

BALLOONING TO FORE

Ballooning as a sport is coming rapidly to the fore, stimulating the formation of flying clubs in many cities, notably Akron, Ohio. The world war increased interest in ballooning because so many men were training as pilots and observers. The general interest in this exciting sport was evidenced at the recent meeting of Detroit and Cleveland sections of the Society of Automotive Engineers at Akron when four engineers, selected by lottery in which every one of the 200 visitors entered, made a flight of 15 miles with Ralph H. Upson, aeronautical engineer of The Goodyear Tire and Rubber Company, and balloonist of international fame.

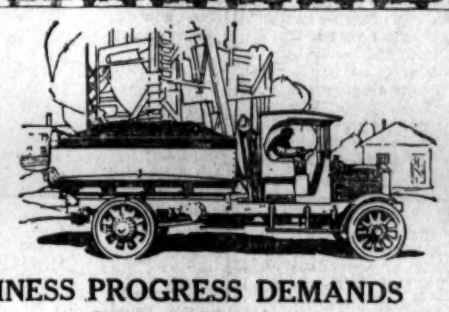
Overland Made To Fit Public Wants

Vice-President Belden Says That It Was Engineered On Production Possibilities

"When Mr. Willys gave the order, says Mr. Belden, "to proceed to the development of a good light car, economical in upkeep and of the utmost ease in riding, our work began. When the first car was produced the various departments—sales, service, advertising, production—were consulted to get their knowledge of the public's idea of the ultimate light car.

"The service department indicated the faults to be avoided; the advertising department told the public's desire and the sales department through dealer and salesman interpreted the public's actual need. And so on. And in refining the car we availed ourselves of the most practical of all these ideas. There is another feature to which I might call attention. Overland 4 is a new car from the ground up. Overland 4 is the first light car I know of which from the very first line of its design has been built with regard for production possibilities in the factory and with regard for all the public wanted in a good light car. The first experimental models were built in factory departments where the car would have to be built by the mechanics who now build the car in quantity production. And the tests were not made by the engineering staff alone but by all sorts of people—service men, car smashing mechanics, dealers, advertising men, and all sort of ordinary folk.

"This is the real secret of Overland 4. It has been designed by the public itself. Its design provides all the public has desired in a light car with actual ease of riding. And it has been built as the public would have it.



BUSINESS PROGRESS DEMANDS
THE MOTOR LORRY TODAY

The motor lorry is rapidly supplanting animal power—for every hauling purpose—in every part of the world.

The Federal Motor Lorry is the choice of men who have carefully investigated the comparative merits of motor lorries. It is practically indestructible.

Write for Prices and territory open

Write us for "Traffic News" magazine—free. Also for full prices and discounts.

Federal Motor Truck Company

Factory—Detroit, Mich. U. S. A. Foreign Dept., 18 Broadway, New York, U. S. A.

FEDERAL

FINDS CADILLAC TRAVEL BETTER THAN RAILROADS

Western Trains Invariably Late, While Motor Car Makes Chosen Points On Schedule

"The most impressive object lesson I received in the Western United States," says Lynn McNaughton, general sales manager of the Cadillac Motor Car Company, of Detroit, "was the difficulty of schedule travel by train, because all the trains are running late, and the ease of it by means of a Cadillac" Mr. McNaughton has just returned from a trip which took him to the Pacific Coast and back.

"The first time I encountered this difference was in making a run from Denver to Colorado Springs. The distance between the two cities is about 70 miles. It takes the trains three hours to cover the distance. Two hours is all the time the Cadillac requires.

"In California, in the course of one week, I traveled 1,500 miles in a Cadillac. One trip in particular was illuminating. We were starting from Oakland for Sacramento, some 300 miles away. Upon leaving Oakland at 9:45 in the morning, our driver said we would be in Sacramento by 9:30 that evening. We stopped in Fresno for business and lunch, and had our dinner at Stockton. At 9:30 in the evening we were in Sacramento. Everywhere I traveled in the motor car, we made our schedules in the same fashion. Nowhere did I encounter a railroad conductor who would say exactly how late his train was, nor how much time might be made up in arriving at a given point."

KING "8"

KING owners do not worry.

They know their car represents the skilled product of many years experience in manufacture for world wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all-around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstering, and beautiful finish, the KING affords just pride to owners in many lands

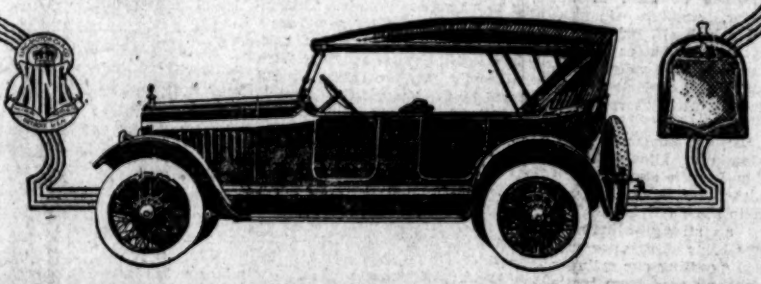
Durable construction by an old established manufacturer; great economy of upkeep and abundant hill-climbing power are other features of KING excellence.

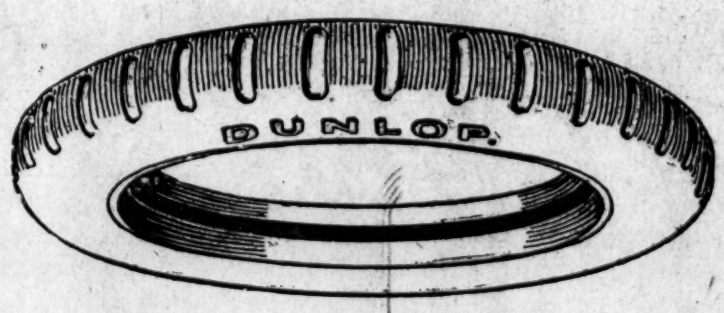
Four handsome body models:

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
2-passenger Road-King (speed model)

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY Export Department 1870 Broadway, New York, U. S. A.





Putting money down is an investment

Your Car's an investment—you put your money down for it because its presence makes your time more valuable.

Dunlop Tyres make the car more efficient—they're an investment which makes the car a better investment.

And that's one reason why you should fit Dunlops now and always.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

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OTOR SPEED RECORDS DUE TO GO THIS YEAR

racks In U. S. Plan Big Programs; England And France Start In 1921

There are indications that many the old motor speed records, hich have been undisturbed since e war, will be seriously threaten during the year 1920. Although rance and England have decided to hold any official races until 21, leaving the sporting program in the hands of Italy and merica, manufacturers are not mindful of the value of speed ntests or demonstrations, and any of them are making prerations.

In order to attain the highest ssible speed, a special course ust be provided. Both the road d the track are generally unitable when it is desired to attain the maximum speed over a inimum distance. America is rtunate in having the beach at aytona, Florida, where the speed ecords have always been established in the past. In France the ads have been made use of, but wing to their deterioration since e war, and the great increase in ie maximum speed, these are no nger suitable.

During the past year the beach Fanoe Island, Denmark, has en revealed as an excellent place r speed trials. One meeting was eld here during the late summer. hen the Grand Prix Fiat, driven y Minola, made the best showing. eating all competitors, this car tained a maximum speed of 105 /2 miles an hour average for 5 ilometers. This however, must ot be looked upon as the highest peed obtainable; the Fiat could ave done better if it had been ossible to wait for the ideal condiions obtainable with a perfectly mooth surface and an entire bsence of wind. The run was ade under competitive conditions nd was a fine performance under he circumstances.

The value of this beach for speed ontests has not been overlooked nd it is more than probable that will be used during the present ear for attempts against existing ecords. If rumors are reliable, pecial freak racing cars are now nder construction and will be een during the year on the beach Fanoe Island. One of the reords to be attacked will be that stablished by Duray, at Ostend n November, 1913, on a special Fiat. This car, which was the roperty of a Russian Prince, was he most powerful racing machine n the world before the war. It ad a 300 h.p. engine and had atained a speed of 142.9 miles an our for the flying kilometer.

Air Transportation Arouses Interest

So great is the interest in aerial transportation throughout the United States following in the wake of the world war that many publications dealing with the subject have sprung up and flourished. Hundreds of men who were trained in the U. S. Air Service are believers in the possibilities of airships in commerce. This stimulated interest has brought out an interesting booklet on lighter-than-air craft, published by The Goodyear Tire and Rubber Company of Akron. Many wonderful war achievements of dirigibles and other types of airships are revealed for the first time. Types of existing and proposed craft for war and commercial uses are described. The book is a valuable addition to aeronautical literature and can be obtained by written application to the company.

Thornycroft Truck Gets Cologne Prize After Service In War

Lorry Used Four Years Under Trying Conditions Gets Highest Award

A 40 h.p. type "J" W. D. Thornycroft lorry which had a remarkable record of war service in France and Germany, was awarded the first prize at the Rhine Army Show held at Cologne, as it was judged to be the best lorry in the whole of the Rhine Army, both as regards its record of work and general condition.

The vehicle in question arrived in France towards the end of November, 1914, and was attached to the Second Army Ammunition Column, after which its record is described in a letter by Sergt. A. Woodhall, R. A. S. C., who was with the vehicle during most of its career.

It was first engaged in making daily return trips of roughly 100 kilometers between Abiele and Kommel with three ton loads of ammunition. Besides travelling on the very uneven roads found in those parts of France and over the frontier into Belgium, the lorry often had to go over ploughed fields, on roads built of railway sleepers, and very often when it was pitch dark. The machine was engaged on work for the Royal Engineers until May, 1916.

No mechanical repairs were needed during the whole of this period, except the fitting of four new radiator tubes, which had been hit by shrapnel. It was then transferred to the 2nd Corps Troops Signal Company for carrying air line poles, wire, and other field telegraph equipment. On the Somme sector of the line, the vehicle was stationed at Senlis, and, whilst engaged on work for "Signals," the length and weight of poles very nearly lifted the two front wheels off the ground.

On one occasion, Sergt. Woodhall states, when traveling at night over a very badly shelled road which had just been repaired, one of the back wheels sank into a shell hole which had just been filled in until the back axle was touching the ground. This gave the frame of the lorry such a twist that it was impossible to pull out of gear, or even to get the starting-handle into position; it had to be towed out of the difficulty, but continued its journey, when the lorry went as well as ever.

June, 1917, saw the lorry back again in the Ypres sector, where it was stationed at Vlamatinghe and ran to the Menin Road, Paschendale Ridge, etc., and carried R. E. material for laying an underground cable. Traveling from the Cafe Belge cross roads into the Menin Road, the use of non-skid chains was necessary, as the roads were only sleeper tracks, and, so arduous were the driving conditions that a new set of non-skid chains had to be fitted every fortnight. This work was chiefly carried on at night, when no lights were allowed. The vehicle carried on in this sector doing this class of work until March, 1918, when it then followed up the advance as far as Courtrai, when the Armistice was signed. It was then ordered into Germany, and was the first lorry to enter Cologne. From the signing of the Armistice until Peace was signed, the average daily mileage worked out to 130 kilometers.

In spire of all the work that the machine had performed, its gear box, or back axle, had never been touched, and are stated to be as good today as when they left the makers. At Cologne the lorry was painted and its engine overhauled, and it entered for the Rhine Army Horse Show, which was open to all M. T. Units in Germany. That it was there awarded a first prize is very excellent testimony to its reliability and the general soundness of its construction.

LIGHT COLORS POPULAR WITH BANGKOK OWNERS

Automobiles Are Repainted As Soon As They Arrive, Says Overland Man

"I was particularly struck by the sombre colors of the automobiles in the streets upon my arrival in the United States," says Mr. H. W. Beaman, manager of the Siam Import Company, Willys-Overland distributor at Bangkok, Siam. "In Bangkok most cars are immediately repainted upon arrival, in a lighter and brighter hue with excellent effect and in very good taste.

"Our experience has been that the light car, moderate in price and low in maintenance expense, meets the popular demand, both among the natives and foreigners in Siam. For that reason I am convinced that the new Overland 4 will prove a great favorite. Its graceful body lines will lend themselves particularly well to the color treatment popular in our land.

"The biggest impetus that the automobile business in Siam can get will result from the building of a good automobile road from Bangkok down the Malay Peninsula to Singapore, and on the present highway, Overland 4 will be a surprise in travel. At present Bangkok and Singapore are joined by a railroad, which runs only in the daytime. A serious wreck might result if the trains were to run at night as the line passes through the jungle, and wild animals, buffaloes for example, have an unfortunate habit of using the railroad tracks for their nightly promenades. Accordingly, railroad trains stop at a convenient habitation upon the approach of darkness and travel is resumed in the morning."

Mr. Beaman was going through the United States on his way to London, his first visit home in five years. He stopped at the Willys-Overland factory at Toledo.

INDUSTRIAL WELFARE WORK

Great strides have been made in industrial welfare work throughout the United States. In many companies there are as many kind of social clubs as can be found in schools or colleges. The Goodyear Tire and Rubber Company has more than 30, of which the Three Arts club is prominent. Its members include some of the best talent in Akron and it will soon produce the opera "Robin Hood."

World's Records Made By Racers In 1919

A resume of the 1919 automobile racing season shows that it was one of the most successful in the history of the sport. Three new world's records were hung up.

Tommy Milton made 10 miles at the Sheepshead Bay track in five minutes, twenty and two-tenths seconds in his speedy Duesenberg, or a speed of 112.4 miles an hour. Ralph De Palma set a new mark at the same track when his Packard Special flashed across the line in the 50 mile race in 26 minutes, twenty three and four-tenths seconds, or 113.7 miles an hour. Gaston Chevrolet hurled his Frontenac around the same board oval at the rate of 110.53 miles an hour in the 100 mile race in 54 minutes, seventeen and eight-tenths seconds. Goodyear Cord tires were big factors in the successes of De Palma and Chevrolet.

Tommy Milton was the largest individual winner, getting the checkered flag in the two Uniontown, Sheepshead Bay, and Elgin races. Joe Boyer was next with wins at Uniontown, Cincinnati and Ascot speed contests, while Gaston Chevrolet finished first at Sheepshead Bay in two races. Goodyear Cords took first three places in nine out of 16 races and ran first in 13 of the contests.

In a non-competitive trial in November at the Sheepshead Bay track Tommy Milton traveled 113 miles in 60 minutes with his Duesenberg, traveling farther in an hour than any other car in the world.

Races were marked by few serious accidents but there were plenty of thrills for spectators. Everything points to a record year in automobile racing in 1920, as interest has increased, rather than diminished since the war ended.

TEMPLAR LINE AT THE SHOW

At the New York Automobile Show the Templar Motors Corporation is displayed a complete line in four models. Every effort has been made to make these live up to the reputation of being "The Superfine Small Car."

The exhibit at Space C-3 on the third floor includes a wine-colored touring car—this rich red suggesting the rare old Burgundy of days gone by; a gray Sportette, a superb bronze roadster, and a Sedan finished in Brewster green. Because of limited space it will be impossible to display the popular coupe model.

FAMOUS GMC TRUCK LINE NOT AT THE SHOW

Could Not Exhibit Complete Line, So Held Own Show At Factory Branch

During the New York Show GMC trucks were displayed only at the factory branch, 57th Street and Eleventh Avenue.

"The reason for this is the fact that we could exhibit a more complete line and talk business without interruption, which is what the truck buyer wants," explained O. E. Stoll, manager of the New York branch.

"And not only have we an assortment of models and bodies it would be impossible to crowd into show space, but we were able to discuss the vital topic of service and show to the visitors just how we take care of those who buy GMC trucks.

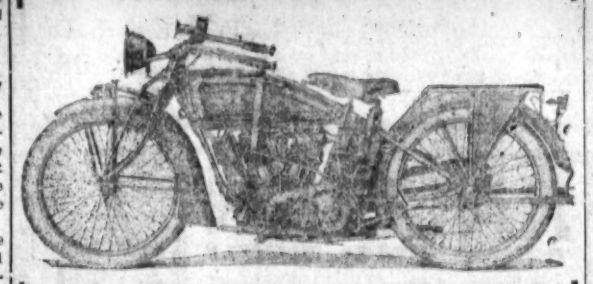
"Service is one of the items which have to do with the remarkable growth of the demand for GMC trucks. With us it is not a matter of a sale and letting it end there; we want every customer to get 100 percent efficiency out of his truck, and we are here to co-operate with him to the very limit if necessary.

"Our New York headquarters are ideal in appointments and permit of the closest relation between dealer and user. Trucks for every need are embraced in the line, and bodies for any business are provided. Sales engineers know transportation requirements and prescribe accordingly. It would not be possible to cover all angles of the best truck for an individual case as well at the show as in our own branch.

HI LOSES DECISION

Hi Costa Living lost the decision in a recent bout in Akron with the employes store committee of The Goodyear Tire and Rubber Company. After a string of victories in every city in the country for several years without having a single defeat chalked against his record, Old Hi took terrific punishment from 4,000 employes who purchased 16,000 bushels of potatoes for G.$1.99 a bushel. While the old fellow is groaning and recovering from this severe jolt, satisfied Goodyearites are consuming spuds with extra relish when they remember the price of potatoes in Akron was from G.$3 to G.$5 at the time of the sale.

"THE MILITARY EXCELSIOR"
Model 19
The motorcycle that has
ALWAYS MADE GOOD
Now Made Better Than Ever



Motorcycles and side-cars just arrived
Arrange for Demonstration
AMERICAN TRADING COMPANY
Exclusive Distributors for China
SHANGHAI

The "All-Weather Tread" is Tough and Double Thick

The big, sturdy blocks are additional rubber—not merely a design on rubber of ordinary smooth tread thickness.

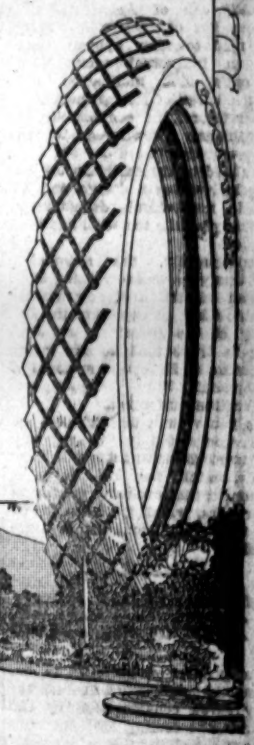
The original smooth treads in new type Goodyears are preserved beneath the "All-Weather" projections.

The blocks in the center of the tread last for thousands of miles. When they are worn down there is still a thick plain tread beneath.

The blocks at the side do not all wear off—they are there to help provide traction as long as the tyre lasts.

Goodyears are the tyres of extra wear—their service will satisfy you.

Ask your dealer for Goodyear Fabric and Cord tyres made in both Inch and Metric Sizes, also Heavy Tourist Tubes.



GOODYEAR

Mack 7½ ton Lorry carrying 75 half-barrels of beer, each weighing 210 pounds, a total load of nearly 16,000 pounds. Several teams of horses were formerly required for this work—now done at a great saving in time and money.

There is no question that motor lorries are rapidly taking the place of every form of animal transport all over the world.

The Mack Motor Lorry is unequalled for strength, endurance, speed and work value. Also for low cost per ton-mile.

A Mack Lorry climbed to the top of Mt. Wilson in California—loaded with the great Lick Telescope—an achievement unique in motor lorry history.

Not made of parts assembled at random but built complete in Mack factories.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.
5 STATE STREET 44 WHITEHALL STREET
Factories: Plainfield, N. J., Allentown, Pa.
Cable Address: Intertruck, Newyork All Standard Codes used

The Car for the Owner-Driver

The All British Standard LIGHT CAR

Send your enquiry for early delivery to:—
AGENTS:
The Shanghai Garage Co., Ltd.
STANDARD MOTOR CO., LTD.
Coventry, England

Insure Your Motor-Car

with the
Java Sea and Fire Insurance Company
3 Ezra Road, 1st floor. Tel. 70
LIBERAL CONDITIONS AND MODERATE RATES

ENDURANCE is the greatest quality of the

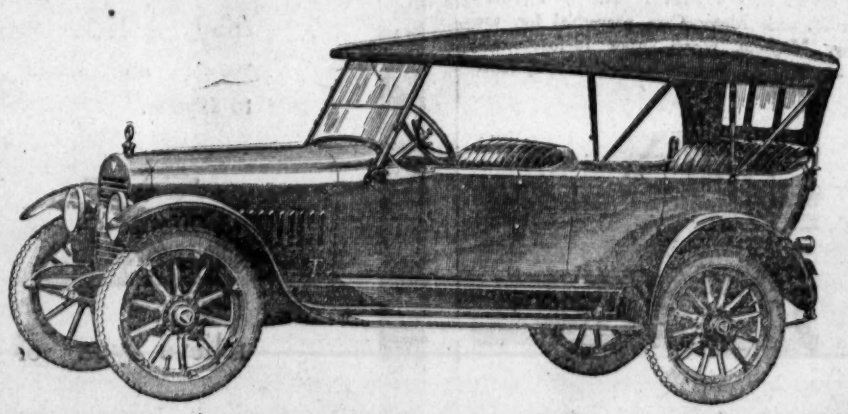
HUDSON SUPER-SIX

Many Qualities

make up the Hudson reputation—workmanship, distinction and comfort, speed, power, endurance. But the greatest of these is endurance.

STRENGTH — ECONOMY — SERVICE

Absolute dependability. Freedom from operating and repair troubles. Always ready to serve.



DEMONSTRATION ON REQUEST

HUDSON SUPER SIX

DODGE & SEYMOUR (China), LTD.

89-91, Rue Montauban

Tel. Cent. 322

HUDSON SUPER SIX

GREAT RIOT OF COLORS AT AUTOMOBILE SHOW

Even The Hardened New York Motor Connoisseur Had To Admit His Surprise

"Like the butterfly emerging from its chrysalis, the new 1920 models on display at the Palace Automobile Show, are startling the New York connoisseurs, who, adjudged as the leading critics of motor cars, were willing to admit, after a tour of the exhibits that even their experience had known nothing like the many surprises the American motor car manufacturers have designed for them," says Sidney B. Bowman, New York Kissel distributer.

"To begin with, motorists are naturally looking for the unusual this year. They have given the American manufacturers over a year to make good—to match their wits, experience, genius, skill, against those of Europe—to produce a motor car of American manufacture, but of such a distinctive and made-to-order appearance, so rich in individual exclusiveness that one's first inclination is to think it a car of foreign make.

"Heretofore, the connoisseur has unconsciously kowtowed to the European manufacturer who has been ahead of his American brother in exclusiveness of design and advanced mechanical development. But this year the situation has been reversed.

"Consequently, the automobile show this year was something more than an exhibition of new models. It was rather an expose of the full ability of the American manufacturer to prove that he can match the genius of Europe in mechanical development, body designing and construction perfection.

"As you viewed the different exhibits, you noted to the fact that the American manufacturer is more than a match for his European brother, in that exclusive quality of motor cars, which we have in the past termed custom built or made to order.

Fan Efficiency Must Be Thoroughly Tested

Among units of efficiency in the automobile, motor truck and tractor rarely given consideration by the owner is the cooling system.

One of the most delicate engineering problems of all is the construction of the proper fan. So widely do opinions differ as to just what type the fan should be to do the best work possible, that a most interesting series of tests guide the engineers of the Sparks-Withington Company of Jackson, Mich.

The installation of a fan is followed by 153 readings. Seldom is a fan right the first time, blades must be reshaped, diameter increased or decreased, pitch modified and other things changed, and each operation calls for another 153 readings.

GEORGE DID IT

On the road for an entire year and finishing a coast-to-coast trip in time to attend the New York Auto show is the unique record of George W. Parris. In 13 months his car has traveled 20,805 miles over roads of all descriptions and under terrific weather conditions.

Nothing New Even In Bodies Of Auto

"To one who has attended the great National Automobile Shows year after year," says R. J. Schmunk, General Sales Manager of the Peerless Motor Car Company, "it is intensely interesting to note the development of the various types of motor car bodies.

"In the very early days, say 20 years ago, motor car driving was something of a sporting proposition and he who sought protection from the weather while motoring was considered more or less of a mollycoddle. As the real value of the motor car became apparent the sporting features began to disappear and greater comfort was sought. Nowadays, the car that doesn't provide convenience, protection and above all great comfort, falls short of what the public expects from it.

"If you will analyse closely you will see that there are practically only four distinctive body types. There is the touring car, or large capacity open type, usually seating seven passengers. Except as to modified body lines this car is practically as it was built in the beginning. Then we have the smaller capacity open car. In the early days we called this type of a car a close-coupled or pony tonneau.

"In the inclosed types we have the small capacity car, or the coupe, and the seven-seater, or the sedan fifth type, the inclosed drive, inclosed car now known as the sedan-limousine, or the vestibuled sedan, is nothing more or less than the Berline of the early days with the single exception that the body is now built as a unit whereas in the Berline type driving compartment and passengers' compartment were designed to appear as separate units

Permanent top touring cars are beginning to come into vogue but even here we have nothing new. Years and years ago we built a very similar type and called it a demi-limousine, so you see there is really nothing new even in motor cars. Certainly, we have advanced greatly in point of design, beauty and convenience but fundamental requirements for large capacity and small capacity cars are practically as we found them when we began the industry, years and years ago.

"The demand for the inclosed car is growing by leaps and bounds. Practically half of the Peerless output is now produced in the inclosed types. Clever designing and skillful workmanship have enabled the Peerless Motor Car Company to produce inclosed cars that are only a little heavier than the open types, still they are even more comfortable and luxurious than the limousine of the early days which more closely followed the practice of the horse drawn coach makers."

City College Motor Courses

Popular interest in motor cars is reflected in the large enrollment in the automobile courses at the College of the City of New York. In January 300 students were graduated, including men and women, most of them being new owners of cars. Registration is now being made for the next course, commencing February 2. The duration is eight weeks of three afternoons or evenings per week.

American Cars Set The New Body Styles

Radical Mitchell Departure From Old Styles Inaugurates New Body Designs

The idea in these departures is to make the car essentially a style carriage, expressing in its lines and proportions the spirit of automobile travel rather than an evolution of the carriage idea.

The radiator is sloped back smartly, to get away from the blunt, stubby effect of the old straight radiator. The yacht's characteristic is graceful lines carried out in the form of sloped masts and funnels. This idea has been copied in the new Mitchell by giving a graceful rake to all the normally vertical lines of the body, such as the louvers in the hood, the cowl, windshield and door lines.

The effect is new, but so natural and graceful that it appeals instantly to the observer as the right thing to do and one wonders why some one has not adopted the simple but effective idea long ago.

A body of unusual roominess both in point of leg room and wide seats has been made possible without giving it an awkward or cumbersome look through the gracefulness of the novel lines.

AMERICA, THE WORLD'S AUTOMOBILE FACTORY

"Nine-tenths of all the automobiles in the world were built in the United States. We exported $63,000,000 worth of passenger cars and motor trucks in 1918, despite our greatly curtailed production. Of these 41 went to Iceland and the Faroe Islands. In the first nine months of this year motor car and truck exports exceeded $75,000,000, at which rate the year's exportation will be above $100,000,000, or an increase of nearly 60 percent over last year. The authority for these interesting facts is J. Walter Drake, Chairman of the Foreign Trade Committee of the National Automobile Chamber of Commerce and Chairman of the Board of the Hupp Motor Car Corporation.

"In spite of the increasing foreign business," said Mr. Drake, "the demand is still gaining in its long lead over supply. I believe it would be rash indeed to venture an estimate of the number of cars that, if available, could be disposed of immediately, for at present we are the world's only appreciable source of supply for motor cars and trucks.

"Meantime the home demand also is so great that buyers could have nothing if we were not arbitrarily setting aside a certain percentage of our production for export, regardless of our unfilled domestic orders.

"A fair amount of export trade will be most helpful to the industry when normal conditions return. It will keep our plants working at more nearly their full capacity, which will mean economy in production and the ability to sell at a profit against keener competition. What counts most, perhaps, is that a world-wide trade feels less effect from the seasons—the year around demand is more nearly uniform and labor can be kept more constantly employed. Many other reasons might be given why it is wise for our automobile makers to go after foreign business now.

"American makers set the standard in quantity production, and now the European makers are purposing to follow suit."

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KALEIGH
THE ALL-STEEL BICYCLE
with bearings of diamond hard surface to give perfect ease of running and toughened core to ensure practically unbreakable strength, of tough, fibrous, highest quality steel.
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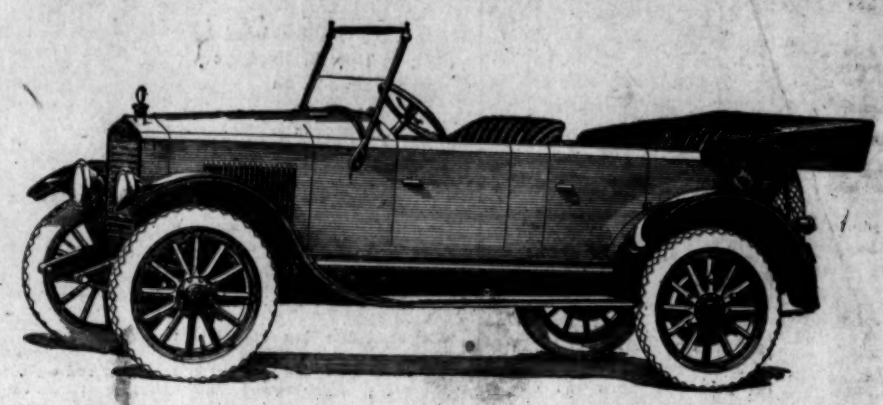

This car will sell "big"

because . . . .

It fully meets a demand that until the advent of this car, was unsatisfied. It is a mechanically fine and exceptionally good-looking car; absolutely new in design and unparalleled in accomplishment. It is the

ESSEX CAR

Manufactured in the same factory as the famous Hudson Car

What this car will do—

From a standing start it attains a 40 mile speed in 20 seconds, 58 mile pace in 52 seconds, leaving nothing to be desired so far as acceleration is concerned.

Its maximum efficiency is maintained at all speeds from 12 to 38 miles per hour. Thus, at all normal driving speeds, it develops full power and does it economically.

ESSEX MOTOR CARS DETROIT USA

With two passengers, this car went over the Uniontown Hill, Pa., at 31 miles per hour (on high). Did you ever know any other car make such a record?

It handles easily—has short turning radius—unusual leg room and passenger comfort—

And it Sells at a Popular Price

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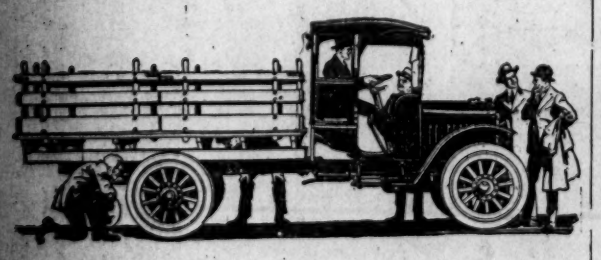
This run was made across the American continent from San Francisco to New York by a Maxwell 1 ton Truck, in 17 days, 8 hours, and 20 minutes—a remarkable performance for any truck, but just what one would expect from a truck backed by 5 years of experience in building Maxwell Motor Cars, proverbial for their endurance and economy. Magneto, Worm Drive, 10 foot loading space, electric lights and generator. Right or lefthand drive optional.



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The China Press

SPORT SECTION

SHANGHAI, SUNDAY, MARCH 7, 1920

SKOTTOWE CUP IS WON BY RECS

Football Club Beaten By 1-0 Score In Final Of Series For Trophy

TORRY WILSON IS STAR

Skipper Of Winning Eleven Stages Great Exhibition; Game Realises $135

With the best of weather favoring the teams the final of the Skottowe Cup was played off yesterday afternoon resulting in a win for the Shanghai Recreation Club over the Shanghai Football Club by the close score of 1-0.

The match was made a charity fixture for the benefit of the King's Daughters' Society but regretably, of the 600 spectators present, only the modest sum of $135 was raised.

The match was played at the Hongkew Park.

The Recs, winning the toss, Referee Barrett called the teams into action, with the Football Club up against the slight breeze blowing. From the kick off the Recs immediately took up the pressure and if Andrew Clark had not gotton so far ahead of the ball would no doubt have opened the scoring early. Barrett spotted him offside. From the free kick given the Club, Drake got possession and working well into his opponents' territory had hard luck in hitting the upright.

CLUB HOLDS PRESSURE

Sofoulis and Wilson with very clever and fast work carried the leather well towards McLean but Robertson intervened in time, passing the sphere to Seredkin. The latter, feeding his wing man, Forshaw, saw Forshaw follow Drake's example by hitting the other upright. Sofoulis receiving a neat pass from Tom Wade missed when well placed.

The leather passing from one side to the other and up and down in quick time gave Goldman an opportunity to got away but in centering the ball cannoned off Smith. The resultant corner brought forth no result.

Goldman again got possession and swinging in a very pretty center saw Quincey carry out a good piece of head work, the ball bounding well out.

The Club still kept up the pressure and Robertson sent the ball sailing over the cross bar with Goldman following on immediately from the kick off with a hard drive just wide of the posts. The Recs settled down and McLean was called upon twice in quick succession, due to good shots sent in by Sofoulis and Clarke.

RECS ASSERT STRENGTH

Wilson raced down his wing with David Campbell, the Club's skipper, hot on his track. He carried the ball well down to the back line with the result that a corner was given against the Club. Wilson put in a splendid shot which Isherwood headed into his own net. Recs supporters at this stage were loud in their boosting for their team and the team plied McLean with three more quick shots which he cleared well. Half time arrived soon after the goal and the teams crossed over with the blue and whites one up. From the kick off the Recs kept up their strength. McLean was called out to save, and left Sofoulis with an open goal but the latter put the ball over the cross bar.

Within the first ten minutes of the second half the Recs had the poor luck to miss three clear openings from Wilson on the right wing, who sent in some very fine centers. A foul well out against Mears saw Robertson place the ball right into the Recs goal mouth but the Club team lacked the necessary pep to get there and Remedios had little difficulty in clearing.

Young L. Goldman missed three clear openings with only Remedios between him and all that counted. Wilson made another good run down the wing and swinging in a perfect center Sofoulis headed just wide.

McLean had to go full length to save. The end of the match came shortly after Forshaw had hard luck in hitting the cross bar.

WILSON OUTSHINES OTHERS

The pick of the winning team was by far Wilson, the captain, with Emmamooden in the right half position putting up one of the prettiest half back games seen this season.

Sofoulis and Clarke were well to the fore in the vanguard of the Recs, working well together, as did Sofoulis and Wilson on

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

The Civic League discusses ways
Of raising the finances,
In which nobody really pays
And yet our wealth enhances,
But if there's no electric light
Except to each shareholder,
Will Ezra's hark
Upset the mark
Or Aldridge become bolder?

* * *

The Wets and Drys go to the mat
On questions alcoholic,
But Shanghai doesn't care for that,
Its out for fun and frolic,
That "Red Dog" barks but doesn't bite,
Each visitor's a joker—
The Wooly West
Would have the rest
Enjoy a game of poker.

* * *

Jack Dempsey wants to meet the guy
Who knocked out poor old Beckett,
Carpentier says "Sure I'll buy
But who is going to get it,
I'll fight somewhere, or anywhere,
And always find a backer—
But what's the row,
They've raised just now
Who says you are a slacker?"

* * *

A dress rehearsal tomorrow, another on Tuesday, and then the "Pirates of Penzance" will appear before a Shanghai audience. The booking was so brisk yesterday that the house will be a bumper. Over 60 players have been straining nerve and every vocal cord to be at the top notch of perfection on Thursday night, and if hard and loyal work counts for anything "The Pirates of Penzance" will add yet another successful picture to the Amateur Dramatic Club's gallery of successes.

* * *

A young curate had to preach before his bishop on one occasion and after the service hoped to hear the opinion the great churchman had about his preaching. No remark came and then the youthful minister timidly asked, "What did you think of my text, me lord." The bishop answered "I had no fault to find with your *text*." And that was all. Well so it is with "The Pirates." No one can have any fault to find with Gilbert and Sullivan's delightful opera. It has some beautiful solos, some massive and stirring choruses and a wealth of witty dialogue.

* * *

As to the company that must be left to the tender mercies of the audience. The principals are all well known. Mabel (Miss De Sousa) is an established favorite upon the professional stage in America, in Europe and in Australia. The chorus has any amount of good voices, and they have been tutored in their notes by Mr. R. C. Young. So there is a very big chance that not only the opera will be passed as good but the players may also call for admiration. I have seen quite a number of the rehearsals and can recommend the show heartily.

* * *

Here is the full cast of principals:
Major General Stanley, Mr. G. B. Stormes.
The Pirate King, Captain Morley Peel.
Samuel (His Lieutenant,) Mr Laurie Burman.
James (A pirate,) Mr. E. O Wilson.
Frederic. Mr. Reginald Brown.
Police Sergeant. Mr. Herber Langley.
Mabel. Miss May De Sousa.
Edith. Miss Ballingall.
Kate. Mrs. Rodger.
Isabel. Miss E. Getz.
Ruth. Mrs. Mathieson.

* * *

Personally I hope that the A.D. C.'s latest production will be a huge success, for the Club is about to sustain a very great loss. Mr. George Wingrove has been the father of the club for many years. I do not mean in age, but in achievement. He has carried the fortunes of the club through many years and whether he has produced the show or not, he has always been somewhere near to smooth out a knotty point or to encourage a beginner. Those who are trying to follow in his footsteps look to the coming season with a good deal of anxiety. It has ever been when difficulties arise "Let us get Pa to put it right," and Pa always has. Mr. Wingrove loves the A. D. C. and every member of the club and every playgoer, who has had the pleasure of seeing his work, returns that love. Even when ill health has demanded that he put aside his work, it has been his initiative that has spurred the others on to produce shows worthy of his A. D. C. "The Pirates" will be the last he will see before leaving for England. I know his greatest wish will be that not only this, but other shows, will keep the flag flying high.

Mr. Wingrove goes into retirement with the memory of scores of successful productions for which his genius has been responsible, and he carries with him the genuine affection of both players and playgoers.

* * *

The final of the Skottowe Cup was played at the Hongkew Park yesterday afternoon and for the result of this contest you are asked to seek another column. I think it was in 1914 when the final was played there before. The Paper Hunt Races forbade the game being played on the Race Course. According to arrangements Captain E. I. M. Barrett was to be referee. This will be his last appearance on the sports field for sometime in Shanghai. He is leaving for England next week. I remember the last time he went to the same country he returned to first class cricket and came out sixth on the all England batting averages. That the last few years have not made either his eyes or his hands lose their cunning is shown in the recently published batting averages for the S. C. C. He topped the bill, and I have little doubt that his old county, Hampshire, will be after him once more to represent them when it finds he is at home again. Whether it is billiards, golf, tennis, hockey, rugby, soccer, baseball or cricket he is always to be found among the stars. Recently he has taken to singing and one hears that he has a wonderful song, "Smiles," that he presents in all kinds of versions. For the sake of local sport we hope that the Gaiety or Daly's will not capture him for their next musical comedy. He has the good wishes of all of us for the best of holidays.

* * *

Another well known sportsman who is leaving for a rest next week is Mr. David Campbell. He is better known on the soccer field where he has always been the prominent and hard working half-back of the Shanghai Football Club. He turned out as captain of the team yesterday afternoon. But he is also to be counted in when it comes to cricket or tennis. In both of these games he has represented the Club's first teams. He smiles when in the most difficult positions, and that this smile will not fade, but will come back to enliven the field of sport is the wish of Domino.

* * *

The Shanghai Football Club has another two games to play in the League. At present if they lose both they will tie for first place. They want to win both. Next Saturday they have to meet the S. R. C. for the second time in this competition. At the first meeting when the ground was good for mud-larking they ran out easy victors. St. Francis Xavier's eleven will be their last opponents. There seems to have been some misunderstanding when the two latter teams were to cross swords. The Xavier eleven claims points from the Club on the grounds of non-appearance in the last fixture. From what can be made out it seems that there was considerable uncertainty as to the venue of play and this accounted for the failure of the Club eleven to show themselves.

* * *

The Rowing Club will hold its annual meeting at the Clubhouse next Tuesday at 6 p.m. They wound up the last season with a merry smoker, and now I hear whispers that they will open this season with a dance. They have a clubhouse admirably suited for this kind of entertainment, and rowing men ought to be able to steer the ladies through every kind of step.

* * *

One of the famous "Pirates of Penzance," I mean one of the local ones, went into a big foreign store last week and seeing a man dressed up in a costume containing most of the colors of the rainbow went up and said: "Hello there, are you one of the Pirates." No answer was given. Again the question was put: "Hello, are you fitting yourself up for the Pirates?" He, who was dressed up, and looking at the effect in the mirror, turned round upon the questioner and said: "No sir, this is my uniform, I am the Consul General for, ——."

INDOOR SPORTS By Tad

BOY ASK THE FINANCIAL EDITOR ABOUT HIS NEW TIPS
BOY GET ME AN ATLAS
BOY LIFT UP THE FLOOR
LOOKS AS THOUGH WE'LL HAVE TO HIRE 9 OR 10 MORE BOYS
I'M GONNA BLOW THIS MERRY GO ROUND JOB
BOY ASK THE DRAMATIC EDITOR IF HE'S GOT ANY LOOSE TICKETS FOR THE OPERA
OH BOY TURN ON THE HEAT
WE OUGHTA HAVE BICYCLES ON THIS JOB
I'M GONNA GET ME A PAIR OF SKATES
INDOOR SPORTS
LISTENING TO THE EDITOR WHO USES ALL THE BOYS IN THE OFFICE ALL THE TIME

LEAGUE COUNCIL PLAN OF JOHNSON

Ban And His Followers In America Think Peace Move Will Succeed

New York January 2.—It is expected that President Ban Johnson will call a meeting of the American League in Chicago early in January. Some of the club owners who support Johnson believe that by that time an effort along satisfactory lines to bring about peace among the warring magnates might be received with some consideration by the Rupert-Comiskey-Frazee insurgents.

If the January meeting is being held, however, with an idea that there will be a compromise with Johnson still in power, Big Ban has been badly advised about affairs. Colonel T. L. Huston and Harry H. Frazee both stated yesterday that there would be no chance whatever of any kind of compromise as long as Johnson remained President.

It is not likely even that the New York, Chicago, or Boston clubs will be represented at the January meeting which Johnson plans to call soon after the meeting of the National Commission on Monday, January 5. What the insurgents failed to accomplish among the club owners they will endeavor to accomplish in the courts, and they say that there will be no letup of any kind until the courts settle the matters now in controversy.

A meeting of the American League is necessary soon, because much of the routine business of the organisation was laid aside at the annual meeting on account of the internal discord. The league has a Schedule Committee, Rules Committee, and several other important committees to appoint and get busy with the National League Committee. Both Leagues should be at work now on next season's schedule, which will have to be in shape before the schedule meetings early in February.

The dissension in the American League ranks has brought forth much comment from some of the clubowners who are supporting Johnson in the league fight. Manager Clarke Griffith of Washington stated recently that he was unable to talk business with the New York, Chicago and Boston Clubs. In fact, Griffith pointed out that none of the five clubs supporting Johnson had a chance to get any ball players from the three insurgent clubs. That this state of affairs has just been realised by Griffith is rather surprising. Having lined up with Johnson in the fight against the New York, Chicago and Boston clubs, it should hardly be expected by Griffith or any of the five faithful subjects of the Tsar that the insurgent clubs are going to help them to strengthen their teams.

ROWING CLUB MEETING

The annual general meeting of the Shanghai Rowing Club will be held at the clubhouse Tuesday evening at 6 o'clock.

The Mornin's Mornin

-:- BY DAMON RUNYON -:-

A few years ago George Ruth was a poor little orphan boy in an institution in Baltimore.

Lately, as "Babe" Ruth, the mightiest slugger in baseball, he brought $125,000, figuring in the most stupendous deal in the history of the national game.

It is a far cry from the baseball days when the deal for John Clarkson and Mike Kelly, involving some $15,000, was a seasonlong sensation to this modern transaction, representing a small fortune for one player. It is a very far cry, indeed, from an orphan asylum in Baltimore to the most valuable chattel in baseball.

CAGEY JACK DUNN

Ruth is still in his mid-twenties. He began his baseball career as a left-handed pitcher; in fact, he still makes a pretty good fist at left-handed pitching when occasion demands.

As a kid in the institution at Baltimore, he pitched for the asylum team, and one day word came to Jack Dunn, manager of the Baltimore Club of the International League, about a youngster who was setting the corner lots afire by his pitching prowess.

Jack Dunn is a cagey old-timer who has great success in developing youngsters for the baseball marts of trade, and incidentally, for the temporary uses of his own ball club during the international League season. He never overlooks a tip, so he quickly took time to attend a game in which the institution's team was participating, to view the youthful marvel with his own eyes.

Immediately thereafter Dunn took steps to sign Ruth. That the veteran manager must have seen vast promise in the boy beyond that corner lot contest is indicated by the unusual method he pursued to get title to Ruth. The lad was still under age, and still in custody of the institution. Dunn showed them how the boy might be benefitted, and they permitted the manager to legally adopt Ruth.

The moment the youngster showed up on the baseball lot he became "Baby" Ruth. Some baseball writer in Baltimore must have had a memory going back to the days when there was a "Baby Ruth" in the White House.

The name fitted George Ruth like a glove, however. He was a big, round-bodied, moon-faced boy, whose countenance and expression suggested adolescence. The name stuck, shortened down to "Babe."

Dunn used Ruth strictly as a pitcher. "Babe" gave some slight hint of the slugging prowess that was later to make him tremendously famous, even as a kid hurler. If he hit a ball he generally hit it far away, but no great stress was ever laid upon his hitting ability in those days, because he was so much better as a pitcher.

A lot of pitchers can hit a ball hard when they do hit it—but as a rule they do not hit it much.

Ruth's natural ability seemed to lie entirely in the pitching line. He was not, of course, a finished pitcher when Dunn first started him out, but he had the "stuff," and he improved rapidly under Dunn's coaching. The suggestion that he be used as an outfielder, or in any other position than that of pitcher would have been scoffed at then, because Ruth was so big and unwieldy.

STARTED WITH ERNIE SHORE

Dunn had another young pitcher at that time. He was Ernie Shore, a long right-hander, who had once been the property of McGraw, of the Giants. McGraw let Shore get away from him without securing a line on his real ability, and Dunn picked him up. Under Dunn, Shore, too, improved rapidly. It fact, he was regarded as a better pitcher than Ruth.

At the close of the International League season Dunn sold the pair to the Boston Red Sox, then owned by Joe Lannin. It is said the Baltimore man got $20,000 for the pair, and neither of them cost him a dime. Both were big winners with the Red Sox, figuring in the world's series against the Philadelphia and Brooklyn clubs of the National League.

Shore went into the service when the war came on and was subsequently sold to the Yankees. He did not seem able to get into condition last year. Now his old Baltimore comrade follows him to New York.

Even after Ruth came to the big league the idea that he might be used regularly for his hitting ability would have been derided, if only for the reason that he was such a good pitcher. Why spoil a fine left-hander, argued the baseball savants, to make an indifferent outfielder?

But Ruth loved to hit. He soon developed a keen desire to be up there at the plate swinging at the ball, and finally he took to subbing at first base and in the outfield. His hitting improved, and presently he was alternating between the box and the outfield. Ed Barrow, the present manager of the Sox, wagged his head in doubt when any one asked him if he intended making a permanent outfielder of Ruth; he was sceptical about the result, but finally he let "Babe" have his head.

Ruth became a regular outfielder. Last season he hit twenty-nine home runs, breaking the modern major league record of twenty-five, held by Buck Freeman, and the ancient mark attributed to Ed Williamson. Toward the close of the season, the Red Sox, with no chance to win the pennant, were packing the people into the parks to see the redoubtable Ruth. When he cracked out the lick that broke Freeman's mark they carried him out of the yard on their shoulders.

FRENCH ATHLETES ARE HARD AT WORK

Elimination Trials In The Army Will Prepare Team For Olympics At Antwerp

Adopting the same systematic methods which American athletic authorities proved successful in the past, European nations are preparing for the Olympic games of 1920 in a thorough manner which bodes no easy victory for the United States athletes in the international track meet at Antwerp, Belgium, next August. Campaigns for the development of teams, collection of funds, and other important details essential to success in such an elaborate undertaking, are already under way, aided in several cases by Government supervision and subsidies.

No better example may be cited than the plans and arrangements of the French, which involve a generous use of the army methods and system. Three classes remain mobilised of the great army of France at the present time. They are the class of 1917, boys aged 22; that of 1918, aged 21, and the class of 1919, youths of 20. Thus the flower of the French race, physically and from an athletic point of view, remains under arms. They are distributed in various garrison towns and departments of France.

The following program has been decided upon by the athletic directors of the French Army, at the head of whom is Colonel See. Chief of the Joinville School of Athletics for the French Army. Elimination trials will be conducted in every regiment of the above three classes, each soldier making a specialty of the sport for which he has shown the greatest inclination, and to which he has been pronounced fittest by the doctor of the regiment. These trials will occur after three, four, and perhaps six months of preparatory training under the eye of an athletic director. Soldiers who have shown class warranting their undergoing further training will be picked out and directed to one of the large centers nearest their billet—Strasbourg, Lyons, Marseilles, Bordeaux, and Paris.

According to the schedule adopted, the men chosen as being worthy of further trial will reach their various headquarters some time in the Spring. Then semi-finals will be held in Strasbourg, Lyons, Marseilles, and Bordeaux, and it will be a case of the survival of the fittest. These will be sent to Joinville, near Paris, where the final touch will be put to their preparation.

Fifty chiefs of battalions are just now finishing a special course of training at the Joinville school and in a few weeks will be disseminated among the garrison towns of France to commence the training of the men and officers. Two hundred officers and 150 men are already hard at work at the school, some of them training in their own behalf, others getting ready to take in hand the men who will be sent to them from the provinces. Joinville is close to the Pershing Stadium, and the final work of the Olympic candidates will be done at the former American stadium.

HUNT CLUB HAS ANNUAL MEET

Four Steeplechases And Five Other Events Provide Full Day Of Sport

THRILLS GIVEN IN FALLS

Three Riders Are Painfully Hurt But None Suffer Serious Injuries

Under clear skies, carrying the promise of warmer weather to come, the annual race meeting of the Shanghai Paper Hunt Club was held yesterday on the Shanghai Race Course. A gathering large enough to fill most of the seats of the grandstands was out to see the nine events of the program, four of which were steeplechases.

The racing was not without thrills, for some half dozen falls occurred in the steeplechase events and while several of the riders were more or less painfully hurt, none suffered serious injury.

Mr. P. A. Cox was one of the victims, as he was thrown when attempting to mount a pony near the stables and suffered a dislocated shoulder. In the Club Challenge Cup, the fourth race, Mr. N. L. Sparke was thrown from Mr. H. G. Robinson's chestnut Sans Peur and besides cutting his head and suffering bruises about the upper portion of the body, he broke two fingers.

DOWN AFTER A JUMP

Another spectacular fall in this event occurred just in front of the grandstand when Mr. H. Herlofson's grey Medina Sidonia went down after a jump. Mr. W. S. Dalgarno was thrown clear and neither pony nor rider was injured. Mr. Sweeting riding Mr. Blenda's bay, Scapa Flow, in the Pleasant Quarters' Cup, the Fifth race, also was thrown and suffered a cut head and a number of bruises.

While close finishes featured a number of the events the Club Challenge cup was won by many lengths by Mr. B. D. F. Beith's Springie with Mr. Boyd riding and in the Hark Forrard Stakes, the final event of the day, Mr. Campor' Old Bill, ridden by Mr. Dalgarno, swung into the stretch far in the van of the field and held this place to the end of the race. The summary of events follows:

1.—**The Tunsin Plate.**—First pony to receive $100; second pony $50, if five or more starters, third pony, $25. Weight, 154 lbs. Winners of any flat race, after 1st January, 1919, 5 lbs. extra; of two or more flat races, 7 lbs. extra. Ponies that have won any Derby, St. Leger or Champions after 1st January, 1919, 10 lbs. extra. Penalties not accumulative. Jockeys who have never won more than three flat races allowed 5 lbs.; jockeys who have never won more than three flat races, riding their own ponies, allowed 7 lbs. Entrance Fee, $5.—One mile and a quarter.

	lbs.
Mr. Hulthern's ches. Fairylight (Mr. Crokam)	154—1
" H. Herlofson's grey The Hawfinch (Mr. Hill)	154—2
" Martini's ches. September Morn (Mr. Dalgliesh)	161—3

Also ran: Vulcanite (Mr. Dalgarno), The Gull (Mr. Wingrove), Rob Roy (Mr. Grayrigge), Tommy Lad (Mr. Hitch), Father Confessor (Mr. Knight), Torsk (Mr. Braad-Sorensen), Majuba (Mr. Hin), Whitebait (Mr. Cameron), Railway (Mr. J. Liou).

Won by three lengths; one length. Time—2.43 3-5.

Pari-mutuel—For win, $9.20; for places, $6.50; $7.60 and $13.00.

Cash sweep—First, 297; second, 284; third 205. Unplaced—9, 246, 108, 137, 130, 168, 18, 224 and 213.

2.—**The Jorrocks Cup.** A steeplechase. First pony to receive $100; second pony, $50, if five or more starters, third pony, $25. Weight 157 lbs. Winners of any Paper Hunt Club event this season 1919-1920, 7 lbs. extra. Winners of any steeplechase excluded. Jockeys who have never won a steeplechase allowed 5 lbs. Entrance Fee, $5. From Loong-fei Gate, once round and in.

	lbs.
Mr. D. Brand's ches. La Vesle (Mr. Boyd)	157—1
Mr. Day's white Harvestland (Mr. Springfield)	167—2
Mr. E. B. Rose's grey Revenge (Mr. Hayes)	157—3

Also ran: Bathwick (Mr. Cannan), Bachelor Tax (Mr. Harper), Ricefield (Mr. Sweeting), Antonio

Paper Hunt Club Holds Annual Racing Meeting

(Continued from Page 1)

(Mr. Schoch), Old Bill (Mr. Dalgarno), Forgien (Mr. Cox).

Won by many lengths; one length.

Pari-mutuel—For win, $22.80; for places, $5.70; $5.40 and $5.90.

Cash sweep—First, 139; second, 308; third, 237. Unplaced—276, 411, 280, 114, 456 and 450.

3.—**The Tally Ho Cup.**—First pony to receive $100; second pony, $50, if five or more starters, third pony, $25 Weight 154 lbs. Winners of any flat race of one mile and a half or over after the 1st January, 1919, 5 lbs. extra; of two or more such races, 7 lbs. extra. Ponies that have won any Derby, St. Leger or Champions after 1st January, 1919, 10 lbs. extra. Penalties not accumulative. Jockeys who have never won more than three flat races allowed 5 lbs. Jockeys who have never won more than three flat races riding their own ponies allowed 7 lbs. Entrance fee, $5. Two miles.

lbs.

Mr. Robson's grey Seabird (Mr. J. K. Brand) ...154—1
Mr. Rennlks' grey Rouble (Mr. Sleap) .....154—2
Mr. M. O. Springfield's ch. Wild Cat (Mr. Hill)154—3

Also ran: Prairiewind (Mr. Hulthen), Lightning Raider (Mr. Harper), Sidelight (Mr. Knight), Dumpling (Mr. W. McBain), Salaro (Mr. Springfield).

Won by one length; two lengths. Time—4.26 2-5.

Pari-mutuel—For win, $14.40; for places, $5.50; $5.30 and $5.70.

Cash sweep—First, 3; second, 560; third, 497. Unplaced—133, 201, 204, 205 and 251.

4.—**The Club Challenge Cup.**—A steeplechase. An entry for, and open only to, winners of one or more light-or heavy weight prizes during the past season. Weight 156 lbs. To be won three times by the same pony, the bona fide property of the same owner or owners. Entrance fee, $5. A cup, value $50, to be given to the late holder on the challenge cup changing hands, and one, value $100, in the event of the late holder having won the challenge cup for two consecutive years with the same pony. Winner's name to be engraved on the cup each time it is won. Second pony to receive $50; third pony, $20. No rider to be qualified unless he has ridden through at least two hunts during the season.—Over a course selected by the Steward.

lbs.

Mr. B. D. F. Belth's cr. Springie (Mr. Boyd).156—1
Mr. Ezra's grey Rosewood (Mr. Rowe) .....161—2
Mr. G. Grayrigge's black Blackford (Mr. Hayes)156—3

Also ran: Battle Axe (Mr. Elliot), Medina Sidonia (Mr. Dalgarno), Sans Peur (Mr. Sparke), Desertland (Mr. C. R. Burkill), Black Diamond (Mr. Springfield).

Won by many lengths; many lengths.

Pari-mutuel—For win, $9.00; for places, $5.70; $6.90 and $10.40.

Cash sweep—First, 34; second, 115; third, 221. Unplaced—121, 339, 191, 61 and 80.

5.—**The Pleasant Quarters Cup.**—A steeplechase. First pony to receive $100, second pony, $50, if five or more starters, third pony, $25. Weight 157 lbs. Winners of any Paper Hunt Club event this season 1919-1920, 5 lbs. extra. Winners of two or more steeplechases excluded. Jockeys who have never won a steeplechase allowed 5 lbs. Winners at this meeting excluded. Entrance fee, $5.—Over Morriss', once round and in.

lbs.

Mr. Sky and Hickling's black The Prelate (Mr. Hayes) .....157—1
Mr. C. R. Burkill's grey Chop Dollar (Mr. C. R. Burkill) .....157—2
Messrs. McMichael and Kidd's black Black Fox (Mr. Dalgarno)..162—3

Also ran: Bathwick (Mr. Canan), Le Rhin (Mr. Watrin), The Dean (Mr. Rowe), Scapa Flow (Mr. Sweeting), White Spear (Mr. Elliot), Watermark (Mr. Schoch), Croyden (Mr. Hughes), The Camel (Mr. Springfield), The Boomerang (Mr. Cox).

Won by two lengths; 1½ lengths.

Pari-mutuel—For win, $16.20; for places, $6.60; $6.00 and $9.30.

Cash sweep—First, 534; second, 392; third, 391. Unplaced—167, 72, 658, 582, 228, 525, 649 and 208.

pony to receive $100; second, $50, if five or more starters, third pony, $25. Weight 154 lbs. Winners of two or more flat races after 1st January, 1919, 5 lbs. extra. Ponies that have won any Derby, St. Leger or Champions after 1st January, 1919, 10 lbs. extra. Penalties not accumulative. Winners at this meeting excluded. Jockeys who have never own more than three flat races allowed 5 lbs. Jockeys who have never won more than three flat races riding their own ponies, allowed 7 lbs. Entrance free, $5.—One mile.

lbs.

Messrs. Harry and Joe's Plaything (Mr. Hill) 154—1
Mr. Robson's Dancing Bird (Mr. J. K. Brand) ..154—2
Mr. A. G. Nugent's Pilgrim (Mr. Sleap) .....154—3

Also ran: Majuba, (Mr. Hine), Riversand, (Mr. Braad-Sorensen, Dunera, (Mr. Dalgarno), Father O'Flynn, (Mr. Knight), Vulcanite, (Mr. Cockin), Jack Scott, (Mr. Beith), Sea Pigeon, (Mr. Hitch), Grey Diamond, (Mr. Crokam).

Won by two lengths, three lengths.

Time—2:07 2-5.

Pari-mutuel—for win, $18.80; for place, $7.10; $6.70 and $11.80.

Cash sweep—first, 185; second, 672; third, 5—Unplaced—181, 169, 83, 666, 423, 273, 395 and 63.

7.—**The Stewards' Cup.**—A steeplechase, presented. Second pony to receive 60 percent and third pony 40 percent of the entrance fees. Weight 157 lbs. Winners of any paper Hunt Club event this season 1919-1920, or any steeplechase 5 lbs. extra. Jockeys who have never won a steeplechase allowed 5 lbs. Winners at this meeting excluded. Entrance fee $5 Twice round.

lbs.

Mr. H. G. Elliot's The Earl (Mr. Elliot). .....157—1
Mr. Day's Harvestland (Mr. Springfield) ...157—2
Mr. M. O. Springfield's Wild Cat (Mr. Schoch) ...158—3

Won by many lengths, many lengths.

Pari-mutuel—for win, $12.10; for place, $16.80.

Cash sweep—first, 283; second, 320; third, 36.

8.—**The Beef Stakes.**—First pony to receive, $100; second pony $50, if five or more starters, third pony, $25. For heavyweight riders and for ponies that have been ridden through at least two hunts by heavyweights during the past searon. Weight 180 lbs. Entrance fee, $5. Three-quarters of a mile.

lbs.

Mr. Stubbs' The Disappointing Bird (Mr. Hooper) .....186—1
Mr. Martini's September Morn (Mr. Little) ..180—2
Mr. Fash's Nigger Minstrel (Mr. Le Marchand) .....192—3

Also ran: Formosa Chief, (Mr. Rodger), The Hornbill, (Mr. Blix), The Boomerang, (Mr. Loster), Algernon, (Mr. Bourne).

Won by half length, one length. Time—1:35 1-5.

Pari-mutuel—for win, $29.30; for place, $7.50; $9.60 and $6.70.

Cash sweep—first, 520; second, 457; third, 50—Unplaced—269, 260, 514 and 1.

9.—**The Hark Forrard Stakes.** First pony to receive $100; second pony, $50, if five or more starters, third pony, $25. Weight 154 lbs. For ponies that have started and not won a race at this meeting, ponies placed second at this meeting, 5 lbs. extra. Ponies placed third at this meeting 3 lbs. extra. Entrance fee $5. Three-quarters of a mile.

lbs.

Mr. Campox's Old Bill, (Mr. Dalgarno) ....154—1
Mr. Cemos' The Camel (Mr. Springfield) ...155—2
Mr. C. Knight's Sidelight (Mr. Harper) .....154—3

Also ran: Tommy Lad, (Mr. Hitch), Father, (Mr. Knight), Father O'Flynn, (Mr. W. McBain), Torsk, (Mr. Braad-Sorenson), Whitebait, (Mr. Cameron), Revenge, (Mr. Crokam).

Won by many lengths, many lengths.

Time—1:32 1-5.

Pari-mutuel dividends:—Win, $11.10; places, $6.60; $9.60 and $26.10.

Cash sweep—first, 53; second, 410; third, 572; Unplaced—114, 231, 329, 130, 530 and 558.

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A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house so that on the first sign of any irregularity of the System a timely dose may be administered. Those who have used them recommend them, hence their enormous sale. Of all Chemists and Stores, or post free 50 cts. from MARTIN, Chemist, SOUTHAMPTON ENG.

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At The Theaters

Moving picture houses are offering an exceptional list of attractions in programs for the coming week. One of the noteworthy pictures which is the feature of a special program at the Victoria Theater is "Toys of Fate" in which the noted Russian emotional actress, Olga Nazimova, appears as star. The production will be shown today and tomorrow in addition to the matinee at the Victoria this afternoon.

Opening next Thursday at the Apollo one of the pictures that caused more than passing notice in America is the screen production called "Her Mistake," in which Evelyn Nesbit Thaw appears in the leading role, supported by her son, Russell Thaw. The story of this picture is based upon the remarkable chain of events which brought the actress into the public eye. At the Apollo matinee today episodes of the serial "Bound and Gagged" will be shown and the important attraction tonight will be the celebrated picture, "The World Aflame," in which Frank Keenan appears as star.

The Jewish Dramatic Operette Company will make another appearance at the Apollo theater next Wednesday evening, March 10. The production will be "Sheer-Ha-Sheerim" (the Song of Songs).

One of the noteworthy productions of William Fox, "The House of Terrible Scandals," will be presented at the matinee this afternoon at the Isis theater and tonight the Isis program will feature a western drama of high merit called "Go-Get-'Em-Garringer." Helene Chadwick plays the part of star in this.

A program of Japanese drama and comedy will be offered on today's programs at the Towa Cinema at 4 Woochang Road.

A Lasky-Belasco production, which has won widespread success, is the picture, "The Woman," which is the feature offering of today's bill at the Olympic. A Charlie Chaplin picture is also on the Olympic program.

Rowing Club Dance

The Rowing Club will hold a dance at the boat house Thursday evening. A new floor has been laid, the Astor House Jazz orchestra has been engaged for the affair and the committee is making plans to entertain a big crowd. Tickets can be secured from the club shroff and also Messrs. Aagasen, Gande and Haskell.

Golf Matches Today

The Shanghai Golf Club will play the committee at the Kiangwan Links today. Club handicaps will be in force, and in the four balls the receivers will take in bisques a third of the difference of their aggregate handicaps.

The times booked for the respective players are as follows:

Time	Club	Committee
9.44	E. L. Arnold,	H. H. Fowler
9.48	A. F. Wheen,	J. D. Gaines
9.52	F. O. Reynolds,	D. H. Cooke
9.56	T. W. Mitchell,	G. B. Sayer
10.00	C. W. Porter,	O. Crewe Read
10.04	W. S. Clay,	N. C. Wilson
10.08	A. W. Macphail,	R. S. Ivy
10.12	O. H. Blackburn,	D. C. Hutchison
10.16	I. F. Bell,	W. O. Lancaster
10.20	F. Ferrier,	E. Payne
10.24	E. Harborne,	E. F. Goodale
10.28	D. L. Hutchison,	E. F. Bateman
10.32	J. B. Ferrier,	J. C. Macdougall
10.36	J. Dewar,	E. I. M. Barrett
10.40	C. G. Humphrys,	R. G. MacDonald
10.44	J. E. Murray,	R. M. J. Martin
10.48	J. G. Dickie,	F. M. Nield
10.52	H. J. Marshall,	T. J. Fisher

The Captain's Cup for the Shanghai Junior Golf Club will be competed for at the Hongkew Recreation Ground today.

Skottowe Cup Is Won By Recs

(Continued from Page 1)

the other wing. For the losers the halves were the mainstay of the team with Johnnie Robertson putting in a lot of very useful work. Seredkin tackles well but does not seem to look where he's passing. Isherwood at back was always safe and McLean between the uprights gave a good account of himself although he has been seen to better advantage before. In the front line Forshaw and Archer put up the best display. Capt. Barrett refereed the game very satisfactorily assisted by Messrs. Bissett and Gabbutt on the touch lines.

After the conclusion of the match Mr. John Prentice, speaking on behalf of Mrs. Prentice, who presented the Cup to Torry Wilson the captain of the Recs, congratulated the winners on their victory. Capt. Wilson thanked Mrs. Prentice for her attendance at the match and for kindly handing him the handsome Skottowe trophy. He then presented her with a beautiful bouquet.

After the presentation of the Skottowe Cup Vice-President Grimshaw of the Shanghai Football Club called his team to order in the Junior Golf Club's pavilion. With a few appropriate remarks Mr. Grimshaw informed those present that the Football Club was unfortunately going to lose one of the best men they had in David Campbell, who had captained the team. Mr. Campbell was going home on nine months leave and in all probability would not be back until next year. In consideration of the long service Campbell had given the Club both in the field and on the Committee he was presented with a pocket book, a small token of esteem held for him by his fellow members of the S. F. C. Mr. Campbell in thanking Mr. Grimshaw and the Club expressed the hope that the Club would next year have better joss than they did this.

TEAMS PHOTOGRAPHED

Previous to the commencement of yesterday's game the two teams competing lined up on the steps of the Junior Gold Club while Young's photographed them as follows:

Shanghai Recreation Club: Remedios; Quincey and Smith; Emmamooden, Mears and Manley; Clarke, Cooks, Sofoulis, Wade and Wilson. Shanghai Football Club: McLean; Brown and Isherwood; Campbell, Robertson and Seredkin; Goldman, Archer, Drake, Leslie and Forshaw.

RACES AT KIANGWAN

The International Recreation Club will hold its 61st meeting Saturday. The first saddling bell will be rung at 1 o'clock in the afternoon. Entries for all events will close on Monday evening at 6 o'clock at the clubhouse, 126 Bubbling Well Road.

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COMPLETE SET of CLUBS
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Consisting of:
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1 Driv
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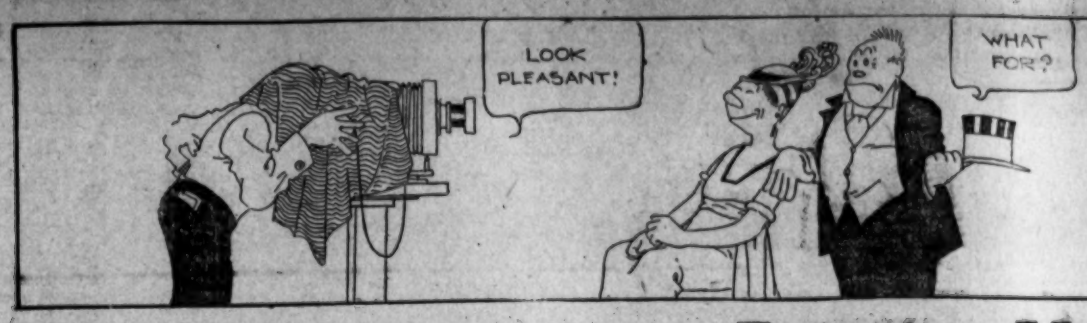
SOLE AGENTS



Comic Picture Section

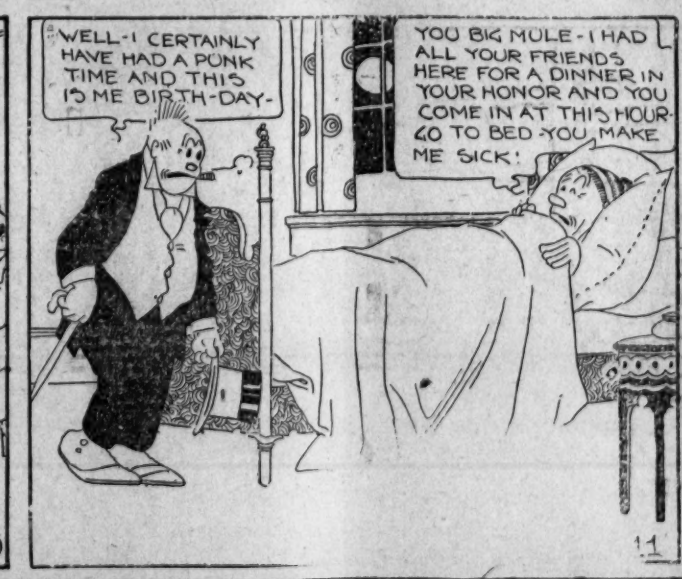
Sunday, March 7th, 1920

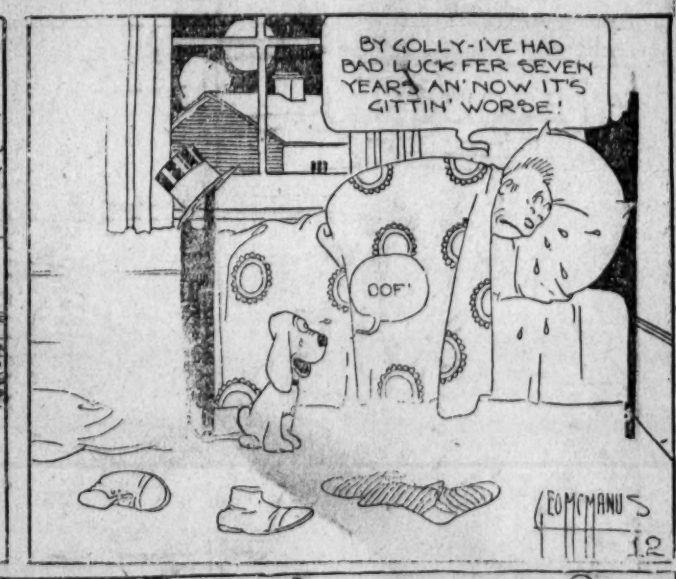
Bringing Up Father

MOTHER·TODAY IS FATHER'S BIRTH·DAY·LET'S GIVE HIM A SURPRISE PARTY· HAVE ALL HIS OLD FRIENDS HERE WHEN HE GETS HOME THIS EVENING·
WE'LL HAVE A HOUSE FULL OF BUMS BUT I'LL DO IT·
1

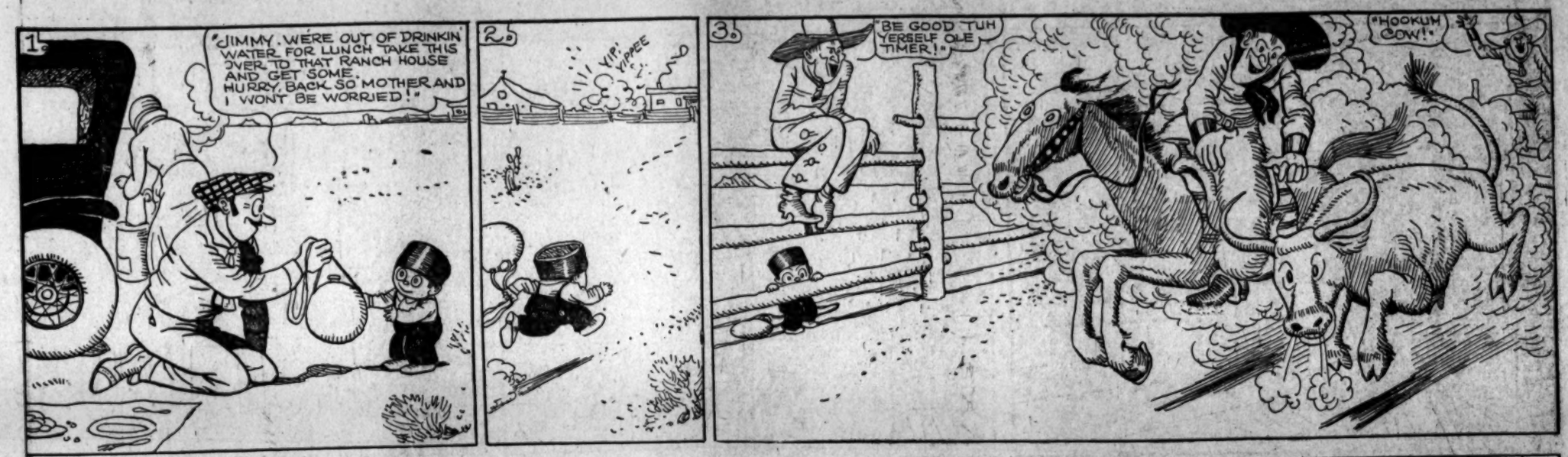
BOYS·LET'S MAKE A NIGHT OF IT·ITS ME BIRTH·DAY!
SORRY BUT I GOTTA GIT HOME
I GOTTA WORK· YOU BETTER GO HOME·JIGGS!
I JUST PHONED ME WIFE I'D BE HOME
4

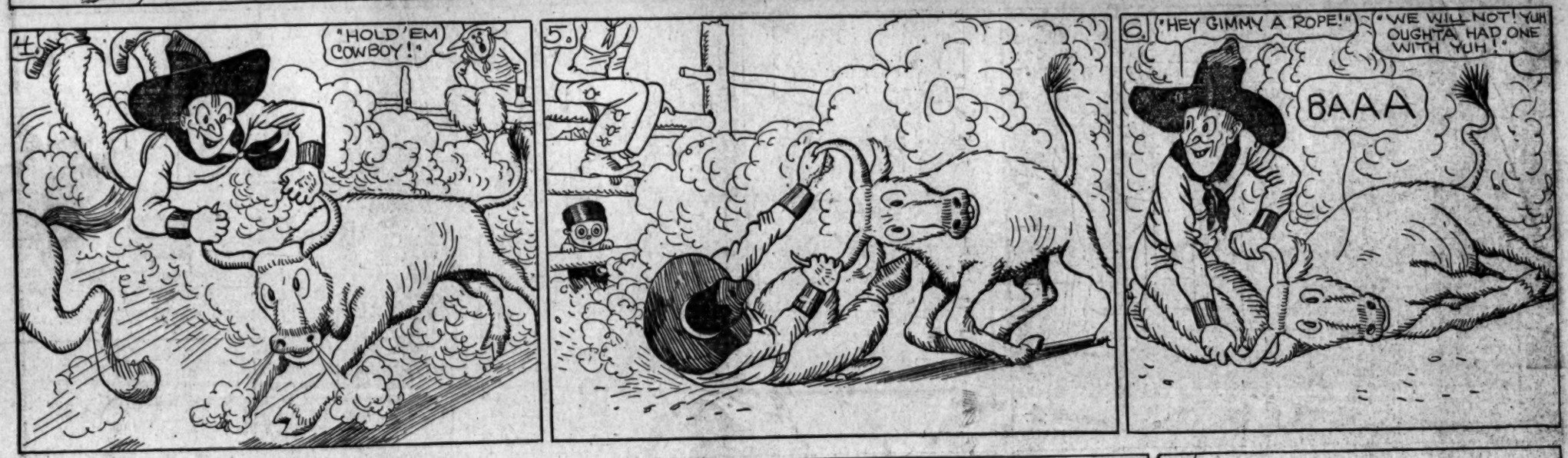
YES·BUT MY STATEMENT· ASTOUNDING AS IT IS·HAS BEEN CORROBORATED BEYOND THE POSSIBILITY OF QUESTION OR SKEPTICISM·
BUT IT IS INFINITESMAL COMPARED TO THE OTHER ISSUES BEFORE THE COMMITTEE!
TOO TRUE!
OH! HUM!
8


WELL·I CERTAINLY HAVE HAD A PUNK TIME AND THIS IS ME BIRTH·DAY·
YOU BIG MULE·I HAD ALL YOUR FRIENDS HERE FOR A DINNER IN YOUR HONOR AND YOU COME IN AT THIS HOUR· GO TO BED·YOU MAKE ME SICK!
11

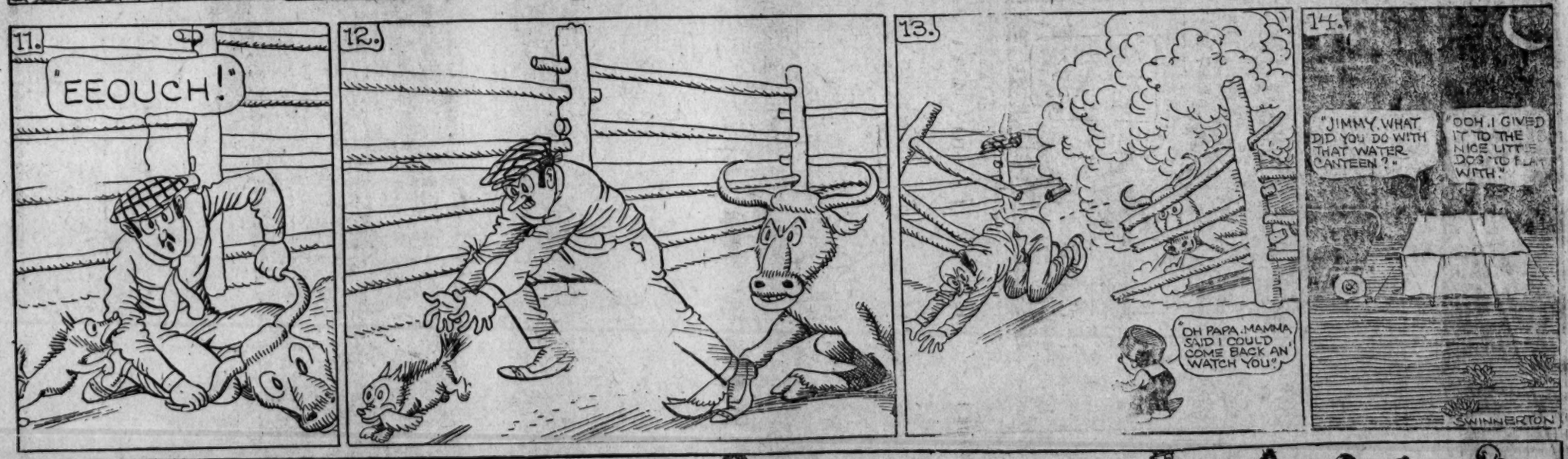


Little Jimmy


1.
"JIMMY. WERE OUT OF DRINKIN' WATER FOR LUNCH TAKE THIS OVER TO THAT RANCH HOUSE AND GET SOME. HURRY, BACK SO MOTHER AND I WONT BE WORRIED!"
2.
YIP! YIPPEE
3.
"BE GOOD TUH YERSELF OLE TIMER!"
"HOOKUM COW!"



7.
"I'M WORRIED FRANTIC ABOUT JIMMY! HE'S BEEN GONE AGES! YOU'VE SIMPLY GOT TO GO AND SEE WHAT'S KEEPIN' HIM."
8.
"HAVE YOU SEEN —"
"HYAR STRANGER YE'RE JUST IN TIME. HOLD THIS CRITTER DOWN A MINUTE WHILE I GIT A ROPE. EF YUH HOLD HIM LIKE THIS HE CAYNT GIT UP!"
9.
"OOH PAPA I DIDN'T KNOW YOU COULD DO THAT!"
"WHERE HAVE YOU BEEN? WHAT'D I TELL YOU ABOUT HURRYIN' BACK? IF I HAD A SINGLE HAND FREE I'D — ANYWAY YOU GET RIGHT BACK TO MOTHER. SHE'S WORRIED ABOUT YOU!"
10.
"WAFF! WAFF!"


11.
"EEOUCH!"
12.
13.
"OH PAPA. MAMMA SAID I COULD COME BACK AN' WATCH YOU."
14.
"JIMMY. WHAT DID YOU DO WITH THAT WATER CANTEEN?"
"OOH. I GIVED IT TO THE NICE LITTLE DOG TO PLAY WITH."
SWINNERTON